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GENERAL PLAN

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THE WAY CALIFORNIA WAS MEANT TO BE

VOLUME ONE
COMPREHENSIVE PLAN

POWAY COMPREHENSIVE PLAN

VOLUME ONE - THE GENERAL PLAN

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CITY MANAGER

JAMES L. BOWERSOX

ADOPTED BY
CITY OF POWAY, CALIFORNIA
RESOLUTION #91-131
NOVEMBER 19, 1991

2005

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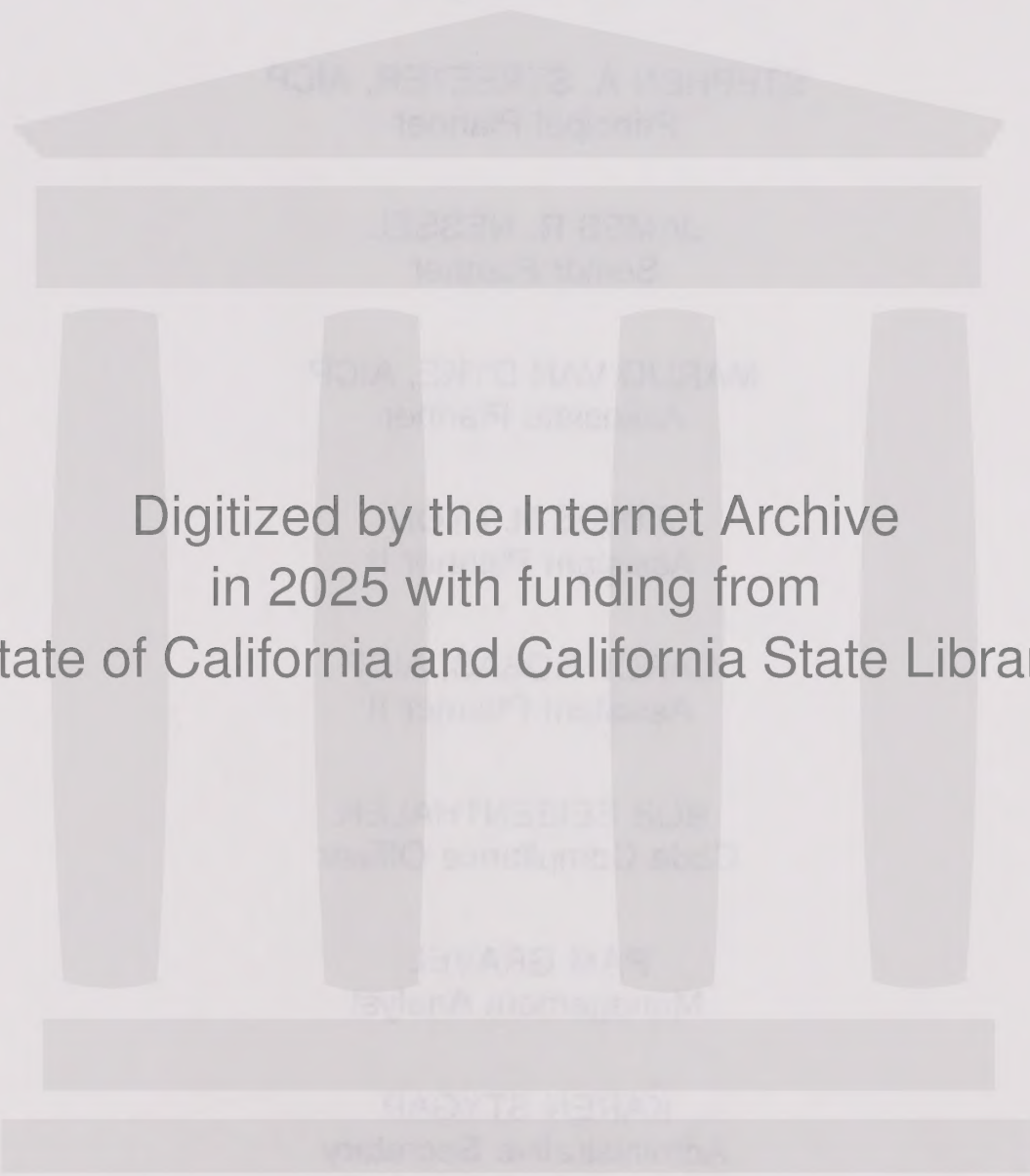
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GENERAL PLAN PRINTED BY KINKOS, POWAY

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Photo by James Lyon

INTRODUCTION

INTRODUCTION

In any circumstance where people have come together with a common goal or purpose, it is essential that those people join together in agreement upon a system of basic community values, ideals and aspirations to govern their shared environment. In Poway the establishment of these values involved a two-step process. First, local control of municipal decisions and operations was gained through the incorporation of the City of Poway in December 1980. Second, a Comprehensive Plan for the City was prepared, and adopted in October 1983 to organize the desires of the residents of Poway in regard to the physical, social, economic and environmental character of the City.

As Poway moves into the second decade of cityhood, it is time to review the Comprehensive Plan, to reflect on what has been accomplished and what remains to be done, and to be sure that the Plan still embodies what Poway is now and desires to be in the foreseeable future.

The accomplishments of the City during the past ten years are too many to be listed here, but the following are among the most notable:

- Two thousand three hundred acres of open space were permanently preserved through the acquisition of lands from the Bureau of Land Management and the purchase of Blue Sky Ranch;
- The improved equestrian/pedestrian trails system was expanded from three miles to fifty miles;
- The three existing parks were expanded and seven new ones were added;
- An olympic-standard community swim center was constructed;
- A multi-purpose room/gymnasium was constructed at the Twin Peaks Middle School campus;
- An 815-seat Center for the Performing Arts was constructed at the Poway High School Campus;
- The appearance of Poway Road has been greatly improved through the construction of landscaped medians and adoption and enforcement of the Sign Ordinance;
- The City's economic base and employment opportunities have been expanded through approval and beginning of development of the South Poway Business Park;
- New shopping centers have been constructed at Silver Lake Drive and Poway Road, Community Road and Poway Road, and Twin Peaks Road and Pomerado Road; and,
- Sales tax receipts have increased from \$27.12 per capita in 1981 to \$61.50 per capita in 1990.

STRUCTURE OF THE COMPREHENSIVE PLAN

Traditionally, local jurisdictions have developed separate general plan documents and zoning ordinances. Often a city zoning ordinance is actually older than the city general plan because legal mandates for zoning ordinances have been in force longer than the legal mandates for general plans. In addition, many local general plans are fragmented compilations of several planning documents adopted over an extended period of time in response to the ever-changing nature of California Planning Law. This has resulted in internally inconsistent general plans and zoning ordinances which do not meet the objectives of California Planning Law and the practical goal of comprehensive community planning.

In order to ensure a unified and consistent whole, Poway has chosen to have a Comprehensive Plan. As originally adopted in 1983, the Comprehensive Plan consisted of the General Plan, the Zoning Development Code and an Environmental Analysis Section. The purpose of the General Plan was to recommend the long-range physical planning of the City and provide general guidelines for decision making in regard to long-range social, economic and environmental goals. The Zoning Development Code provided the specific physical land use planning criteria. The Environmental Analysis Section analyzed the impact of the Comprehensive Plan on the existing and future community environment, functioning essentially as

an environmental impact report for the Plan.

The 1991 update consists of a major review and update of the General Plan and the replacement of the Environmental Analysis section with a Master Environmental Assessment (MEA). A separate environmental impact report was adopted for the update. The Zoning Development Code will be reviewed and updated during fiscal year 1991/92.

The MEA was prepared pursuant to Section 15169 of the Guidelines for the California Environmental Quality Act. It is a technical data base which contains an inventory of the physical and biological characteristics of the City and the unincorporated adopted Sphere of Influence area. It is intended to be used to identify environmental constraints which may influence the design or location of a potential project and as a resource document for the preparation of initial studies, negative declarations and environmental impact reports. The MEA was used in the preparation of the update of the General Plan and the environmental impact report prepared in conjunction with the update.

While the General Plan is primarily a policy document, it too is an information base. It provides background and analysis relative to the policies which it contains.

The Poway Comprehensive Plan strives to be realistic about what is feasible and attainable for the City of Poway in the predictable future, a time frame of

approximately five to ten years. The Comprehensive Plan includes practical implementation measures that can be reasonably attained based upon anticipated economic and social conditions.

HISTORICAL PERSPECTIVE

The community of Poway has existed for over 120 years. The early growth was a result of transportation, agriculture and the availability of water. Poway began to take on increasing significance with the opening of the first all-weather road from Yuma, Arizona to San Diego in 1846. The expanding trade between San Diego and other parts of the country led to the establishment of the Butterfield Stage Route in 1858. Poway served as stop-off point along these transportation and trade routes. With the discovery of gold in the eastern county mountains, a stagecoach road through Poway to the Julian area was constructed. This road established Poway as a permanent link in the early Southern California road network.

By the late 1880s Poway's population had grown to about 800 people and it remained virtually static at that level for the following thirty years. The community was relatively remote from San Diego and did not have a water system that could support rapid growth. The formation of the Poway Municipal Water District in 1954, however, removed this constraint and by 1960 the population had grown to approximately 6,000 people.

The housing boom of the 1970s severely challenged Poway's rural character. Tremendous building activity occurred in both the residential and commercial sectors which is illustrated by the fact that approximately 70 percent of the dwelling units in Poway in 1980 were built after 1970 and over 50 percent of the commercial area along Poway Road was developed during the same period.

Poway was in the process of being changed from a small, relatively independent rural community to a suburb of San Diego. Many of the community's residents strongly objected to the lack of response by the County of San Diego to local concerns and, under the leadership of the Poway Planning and Development Program (a group of local residents who represented Poway in land planning matters with the County of San Diego) a movement began to retain local control over all matters affecting the destiny of the community through the incorporation of a new City of Poway.

The concept of cityhood was not new to the residents of Poway. Annexation into the City of San Diego had been proposed in 1963 and incorporation as an independent city in 1976. Both of these proposals were defeated. The final movement for incorporation began in 1979 and had a much wider base of community support. The primary issues of the incorporation proposal were taxes, financial independence, enhanced public services, local control over land use planning and the retention of Poway's traditional rural character. The November 1980 vote resulted in the

incorporation of the City on December 1, 1980.

The original Comprehensive Plan was an extension of the incorporation movement. Whereas the incorporation movement was based in the hopes and desires for the new City of Poway, the Comprehensive Plan addressed each of those issues in depth and made recommendations that would be used to make the decisions about Poway's future.

In November 1988, the voters of Poway moved to further lock Poway's future in place through adoption of Proposition FF which requires a vote of the people before any changes are made which would allow additional density or intensification of use in the rural areas of the community.

The 1991 update is an important milestone for the City. It is an opportunity to reaffirm for the future that original vision of Poway to carry on the successes of the first ten years of cityhood. It reflects the fact that the community has now traveled ten years down the path of cityhood, but at the same time still seeks to be a guidebook for consistent and successful municipal development aimed at the same vision held by the community at incorporation.

THE VISION

The simple phrase "the City in the Country" reflects the major theme of Poway since its incorporation in 1980. A series of seven meetings, held during late 1990 and early 1991 to get public

input on the general plan and to further clarify the residents' vision of the community's future, resulted in the following description of the "ideal Poway":

It would be a community of open space reflected in the constant views of rocky, chaparral-covered hillsides ringing the valley floor, a town with human-scale development where people know each other and where their voices can be heard. It is a community which values the family, education and the natural environment, one which is safe, "a great place to raise a family". The ideal Poway would provide good recreational and cultural facilities and have housing opportunities for all. It would be easy to get around in and would have attractive places to shop.

THE REGION

While it is the City's desire to maintain the highest standards for its residents, Poway cannot exist unto itself. Today each person and every city must consider itself a member of the region. If we are to enhance the quality of life within our boundaries, we must participate in regional programs that address traffic congestion, air pollution, open space needs, water availability, sewage treatment, trash disposal and hazardous waste management.

THE GENERAL PLAN

Volume One of the Comprehensive Plan is the General Plan. It is divided into six master elements: Community Development, Public Facilities, Transportation, Resources, Public Safety and Housing. Some of these master elements are further divided into elements: Community Development includes Land Use and Community Design; Transportation includes Roadways, Public Transit, Bikeways and Pedestrian Facilities; Resources includes Natural Resources and Prehistoric and Historic Resources; and Public Safety includes Emergency Services and Hazard Management.

The Government Code provides that the general plan may be adopted in any format deemed appropriate or convenient by the legislative body and that it may address topics of local interest and include elements in addition to those required. The seven elements which are required by State law (Land Use, Circulation, Housing, Conservation, Open-space, Noise and Safety) are included within the six master elements outlined above.

The purpose of the planning process is to facilitate the making of intelligent, informed decisions. The role of each community's general plan is to act as a "constitution" for development, the foundation upon which all land use decisions are based. It expresses community development goals and embodies public policy relative to the

distribution of future land use, both public and private.

At one time, the local general plan was looked upon as a set of broad policies that had little actual role in development decisions. Changes to the law occurring since 1971 have vastly boosted the importance of the plan. A general plan may no longer be merely a "wish list" or vague picture of the community's future; it must now provide concrete direction for decision making. It is at the top of the hierarchy of local government law regulating land use. Zoning ordinances, specific plans, redevelopment plans and individual project plan proposals must be consistent with the goals, policies and strategies contained in the General Plan. In addition, all capital improvements and public works projects must be consistent with the General Plan.

RELATIONSHIP AMONG ELEMENTS AND ISSUES

The *State General Plan Guidelines* describes the relationship among elements and issues as follows:

While state planning law divides a general plan's required contents into seven distinct elements, this division is more a product of the incremental nature of the legislative process than of conscious design. The division of the general plan provisions into elements tends to mask the

statutory and functional interrelationships among the elements and issues to be addressed in the general plan.

Statutorily, the requirements for the elements overlap and intertwine. For instance, geologic hazards are mentioned specifically in the safety element and also appear under "open space for public health and safety" in the open-space element. Open space, in turn is mentioned as one of the categories to be addressed in the land use element. Similarly, natural resources are to be addressed in the open-space and conservation elements as well as in the land use element. The noise element is directly tied to both the land use and the circulation elements.

The issues to be addressed in the general plan also interrelate functionally. The consideration of fire hazards in wild land areas involves the analysis of vegetation, topography, weather, availability of water, density of development, adequacy of road systems and fire protection services. As another example, housing considerations are directly linked to questions of land availability, the adequacy of public services, seismic, geology, and fire hazards and noise.

Such structural and functional interrelations points out the problems of treating issues in

isolation and the need to think of the general plan as an integrated whole. For these reasons and because of local topographic, geologic, climatologic, political, socioeconomic, economic, cultural and historical diversities, cities and counties should design their general plan formats to suit local needs.

PUBLIC PARTICIPATION

Background information for the General Plan update was provided by the 1988 Citizen Survey and the 1990 Housing Needs Assessment, both of which involved surveys of the population.

In an attempt to gather as much public input as possible into the General Plan process, seven public meetings were held in November and December of 1990 and January of 1991. Invitations to these meetings were sent to all churches, service clubs, home owners associations and environmental groups in the community. Advertisements were run in the weekly *Poway News Chieftain* and the daily *Escondido Times-Advocate*. News articles were also run in several local papers mentioning the public meetings and inviting written comment.

Meetings were held with the Chamber of Commerce Board of Directors and general membership to discuss the General Plan update, especially items of interest to the business community.

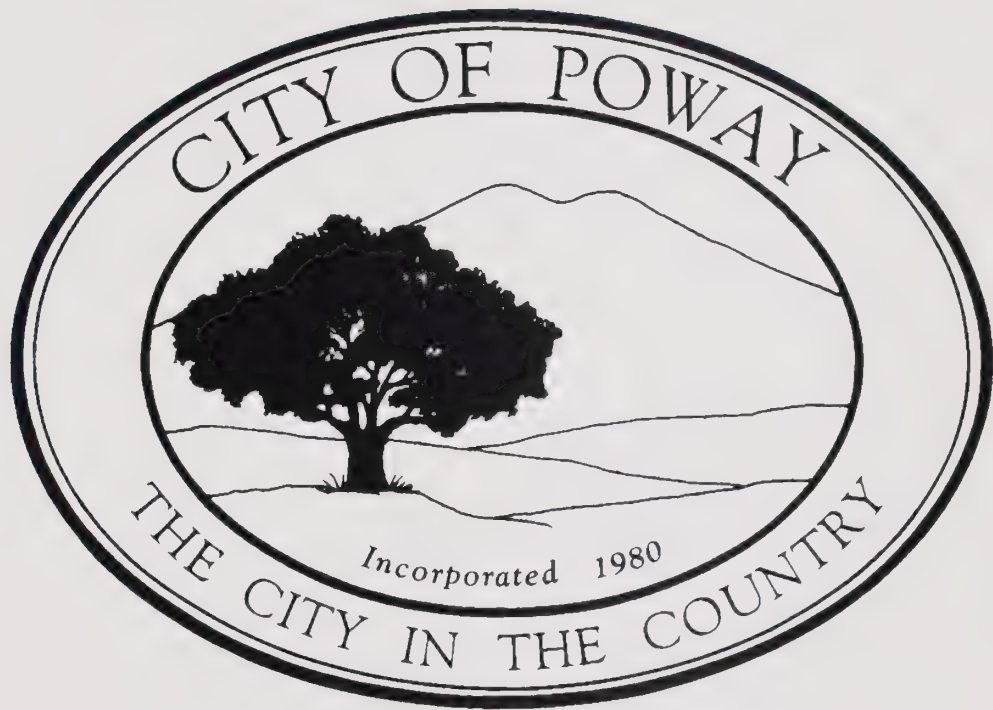
Topics of specific interest were discussed with various City committees, including

the Parks and Recreation Committee, the Migrant Relations and Migrant Housing Committees, Transportation Advisory Committee, and Business Advisory Committee.

The Council held discussions of housing issues at four meetings prior to release of the draft update for public review. During the public review period, three hearings on the Plan were held.

ENVIRONMENTAL REVIEW

An Environmental Impact Report was prepared to discuss the potential impacts of the updated General Plan. This document received concurrent public review and Council adoption with the General Plan.



GOALS, POLICIES AND STRATEGIES

GOALS, POLICIES AND STRATEGIES

The General Plan of the City of Poway is a statement of what the present residents want for their community in the future. Its function is to allow the citizens to consciously consider the shape their City will take for the foreseeable future and to preserve and enhance those qualities they presently find so appealing. It accomplishes this by setting forth broad goals, translating these goals into specific policy statements and specifying strategies to accomplish the objectives of the plan.

The *General Plan Guidelines* which were published by the State Office of Planning and Research in November of 1990 defines a general plan as "a statement of development policies." It suggests that "a goal is a direction-setter. It is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and planning implementation measures are directed." A policy is defined as "a specific statement that guides decision making. It indicates a clear commitment of the local legislative body." Strategies are the specific means by which the City plans to achieve its goals.

While the California Government Code establishes seven mandatory elements which must be included in the General Plan, it also acknowledges that these elements, and others which may be included by choice, are inextricably intertwined. Strategies adopted to further one goal may affect the attainment of another and goals often deal with issues which may be discussed in more than one element of the plan. To make it easier to see the overall picture being presented by the general plan, therefore, all of the goals, policies and strategies included are presented here in one list. Those relating to each master element will be repeated at the end of that document.

GENERAL PLAN GOALS

1. It is the goal of the City of Poway to preserve Poway's unique and desirable character as "The City in the Country" and to maintain high quality design and environmental standards in all new development and redevelopment.
2. It is the goal of the City of Poway to provide for an orderly balance of both public and private land uses in convenient and compatible locations throughout the city and to ensure that all such uses serve to protect and enhance the environment, character and image of the city.
3. It is the goal of the City of Poway to enhance the well-being of Poway residents by providing opportunities for relaxation, rest, activity and education through a well-balanced system of private and public facilities distributed to serve the entire community.
4. It is the goal of the City of Poway to preserve its natural, scenic and cultural resources for the future benefit and enjoyment of its residents and to protect biological and ecological diversity.
5. It is the goal of the City of Poway to achieve a climate for economic growth and stability which will attract high quality commercial and industrial development to serve the employment, shopping, recreation and service needs of Poway residents and will provide a healthy and diverse economic base for the community.
6. It is the goal of the City of Poway to provide a safe, realistic, efficient and integrated transportation system to serve the present and future mobility needs of all the residents of Poway.
7. It is the goal of the City of Poway to provide a safe and healthy environment for the residents of Poway.
8. It is the goal of the City of Poway to minimize injuries, loss of life and property damage resulting from natural and man-made hazards.
9. It is the goal of the City of Poway to provide an efficient and economical public water and wastewater treatment system to serve the current and future residents of Poway.

10. It is the goal of the City of Poway to reduce the community's consumption of non-renewable energy resources and promote the efficient use of renewable energy sources.
11. It is the goal of the City of Poway to provide adequate appropriate housing opportunities to meet the needs of current and future residents.
12. It is the goal of the City of Poway to encourage regional cooperation and coordination.

GOAL I. IT IS THE GOAL OF THE CITY OF POWAY TO PRESERVE POWAY'S UNIQUE AND DESIRABLE CHARACTER AS "THE CITY IN THE COUNTRY" AND TO MAINTAIN HIGH QUALITY DESIGN AND ENVIRONMENTAL STANDARDS IN ALL NEW DEVELOPMENT AND REDEVELOPMENT.

Policy A - Streetscape

Seek to develop an attractive streetscape which reflects the rural, small town character of the City.

Strategies

1. Streetscape design should encourage an aesthetic roadway area that integrates street hardware, signs, lighting, landscaping and pedestrian access.
2. Screening such as solid walls or fencing should principally serve as a device to restrict visual and acoustical impacts, but should also be designed to enhance the streetscape.
3. Where trees are now encroaching into the public right-of-way, the City shall establish a program that plants replacement trees in anticipation of removal of existing trees.
4. Entry statements including landscaping and signs displaying City name and relevant information should be located within the median at selected entry points to the City.
5. All utilities, except electrical lines carrying more than 34.5 KV, should be located underground.
6. Covenants, conditions and restrictions (CC&Rs) shall be adopted for all new subdivisions which require appropriate use and maintenance of lot areas which are visible from off-site in order to protect and enhance the character and image of the City.

Signs

7. Signs should balance the need for identification of the business with the maintenance of the rural character of the City.
8. Signs should be coordinated with the design of the building or center.
9. The location of signs should consider visibility, location, sight distance and integration with overall site design.
10. Signs should use complementary colors and be coordinated with the design of the building or center. Sign height and size should be consistent with the low profile nature and scale of buildings that are characteristic of Poway's rural character.
11. The location of freestanding signs shall be integrated with other site planning elements, particularly building location and orientation, landscaping and access points.
12. Signs and landscaping should be provided at the major entry to residential neighborhood areas based upon the following guidelines:
 - Signs shall be low-profile, not to exceed four feet in height from the adjacent grade;
 - Signs should be made of materials compatible with the type and style of the residential units within the neighborhood;
 - Signs in planned communities and developments should be compatible in form, hierarchy and graphic display;
 - Landscaping shall be characteristic of the landscaping provided within the residential area.
13. Signs shall not distract drivers, obstruct visibility or otherwise interfere with the safe operation of vehicles or with pedestrian safety.

Policy B - Subdivision Design

Subdivisions should be designed to ensure that future land development supports the goals of the General Plan.

Strategies

1. New development should be of a density and design compatible with surrounding, existing development.

2. Lot sizes and shapes should allow for properly spaced buildings, provide areas for landscaping and reduce conflicts between incompatible land uses.
3. Lot size and spacing should encourage a variety in the design, orientation and placement of structures.
4. Residential neighborhoods are encouraged to include an entry statement and exterior walls along arterial roadways.
5. Lot sizes and shapes should follow a rectangular pattern with a lot depth to lot width ratios between 2:1 and 3:1.
6. Lot widths and depths should be varied where feasible.
7. The use of rural residential flag lots is encouraged where necessary to reduce land alteration for roadways.
8. Lots less than 8,000 square feet in area should utilize more uniform rectangular lot configurations. Lots in rural residential areas where there is more slope should be designed to follow the natural contour, minimize land alteration, and be consistent with the City's hillside development criteria.
9. Within the High Valley area (boundaries on file at the Planning Services Department) the following criteria shall apply:
 - two net acres shall be the minimum lot size;
 - all lots prepared for division less than eight net acres in size shall include a minimum of one contiguous net acre building site with an average slope of less than 25 percent; and
 - the building site shall be logically located in regard to access consistent with City ordinances and policies and the preservation of significant natural resources such as watercourses, significant treestands, rock outcroppings or ridgelines.
10. No existing, legally subdivided parcels shall be deemed nonconforming by virtue of the slope requirements in the rural residential land use categories.
11. Significant existing natural resources shall be incorporated into the design of new projects rather than removed. These shall include, but are not limited to, large mature trees, sensitive biological habitat and vegetation, streams, steep hillsides, major rock outcroppings and archaeological and historical structures.

12. Whenever possible the City shall require that all residential lots in rural areas have local feeder trails.
13. Within the rural residential land use categories, lot averaging is encouraged where it will preserve areas of unique topographic features, riparian woodlands or other significant open space areas of community importance. The following guidelines shall apply:
 - Lot averaging shall not result in an increase to the overall density of the subdivision. The project proponent shall clearly demonstrate, through submission of a conventional subdivision design, that the proposed number of lots could be created without lot averaging;
 - The number of lots allowable shall be calculated based upon the average and individual slope criteria and minimum lot size formula;
 - Open space areas to be preserved shall be included as separate lettered lots which shall when appropriate be dedicated in-fee to the City;
 - Other than dedicated lettered open space lots, no lot may be created which is smaller than the minimum for the zone;
 - Lots created as a result of lot averaging may not be further subdivided.
14. Proponents may be required to prove that a lot requested for subdivision was not created as a result of lot averaging.
15. Developers shall be required to employ proper site planning so as to minimize the amount of grading needed for development and utility construction.
16. Development sites and associated roadways should be oriented to follow the natural terrain to maintain landform integrity.
17. Development should be concentrated in the least environmentally sensitive locations in order to preserve open space, retain natural vegetation and protect natural, cultural and historic features.
18. Development should be sited to avoid potentially hazardous areas and environmentally sensitive areas such as land known to contain large concentrations of Friars Formation, landslides, faults and valuable biological resources such as riparian corridors, mixed chaparral and coastal sage scrub.

Policy C - Site Design

Attractive, efficient site design shall be required of all development.

Strategies

1. The layout of a site should consider the planning of adjoining parcels to ensure visual and functional compatibility with surrounding development.
2. Building orientation in multiple-family housing should consider indoor and outdoor privacy, noise, solar access and overall aesthetic appearance.
3. Outdoor public spaces with seating areas should be integrated into the site design of commercial centers to provide a pedestrian-oriented commercial area. Other public spaces such as small amphitheaters may be integrated into larger commercial centers to provide entertainment and attractions.
4. Restaurants in commercial centers should provide outdoor eating areas where possible.
5. Buildings should be oriented to maximize southern exposure to large window areas to encourage passive solar heating in the winter months.
6. Existing live trees shall be retained unless found to be in a seriously declining or dangerous condition. All mature trees removed as a result of development shall be replaced as required by the City's tree protection ordinance.
7. For all multi-family, commercial and industrial projects, front setback areas shall be landscaped with a combination of trees, shrubs and ground covers to help soften the appearance of structures and define pedestrian paths and the site area.
8. Structures should be located, oriented or designed to avoid general views from the street of long linear buildings.
9. For multi-family, commercial and industrial developments, all auxiliary structures such as trash enclosures, kiosks, utility boxes and storage buildings shall be located outside of the front yard area. All auxiliary structures and mechanical equipment shall be screened from view by architectural projections, solid walls, fencing or landscaping. Accessory buildings in single-family neighborhoods shall be set back from rear and side yard property lines so as to not detract from the value of adjoining properties.
10. Mailboxes should be located where they are readily accessible to all served and where they do not reduce the area of the sidewalk or interfere with its use.

11. For commercial and industrial projects, the site plan should consider the feasibility of cooperative agreements for parking and access.
12. Walkways, landscaping, building and driveway design shall be coordinated to improve the line-of-sight for pedestrian and vehicular travel.
13. All loading and storage areas shall be adequately screened from view from the street and adjacent residential areas.

Hillside Developments

14. Prominent ridgelines and hilltops shall not be built upon.
15. Buildings should be sited so as not to project above the natural landform when possible.
16. Intermediate ridges and hilltops shall be preserved in a natural state to the maximum extent possible. Development on intermediate ridges shall only be permitted in association with the preservation of significant open space, habitat, tree and rock outcroppings, unique geographic features and/or cultural or agricultural uses within the same project. Open space proposed for dedication to the City should perform multiple functions such as view maintenance, resource protection and hazard avoidance.
17. Driveways shall be designed to avoid cuts or fills in excess of ten feet in height and at no greater than 2:1 inclination.
18. For projects with slopes of 15 percent or greater, a visual impact analysis shall be prepared to determine the most suitable location(s) for the building pad(s).
19. The maximum allowable area of the lot that may be graded for driveway, residence and accessory functions is determined by the degree of average natural slope as follows:

<u>Slope</u>	<u>Graded Area</u>
0 - 14.9	Entire lot
15 - 19.9	50% or 35,000 sq. ft. whichever is greater
20 - 24.9	20% or 25,000 sq. ft. whichever is greater
25 - 44.9	10% or 20,000 sq. ft. whichever is greater
45+	**No grading or development permitted and no developable acreage credit given

* Sensitive biological or other environmental constraints may require the application of stricter standards.

** Exemptions apply to the High Valley area for slopes in excess of 45 percent for determining parcel size. (Amended per GPA 93-02C)

20. Hillside development should vary the location and design of structures, landscaping and access to give a more natural appearance and should be designed to follow the natural contour of the land and to limit land alteration.
21. Where construction is proposed on portions of lots where the slope exceeds 15 percent, the use of custom homes with multiple foundation levels is encouraged. Where construction is proposed on portions of lots where the slope exceeds 25 percent, the use of custom homes with multiple foundation levels is required.
22. Building pads, driveways, roads and structures, including recreational courts and accessory buildings, in hillside areas shall follow and not significantly alter the natural contour of the land.
23. Natural vegetation shall be preserved where feasible; clearing should be limited to access roads, homesites and fire break buffering. Where visible slopes are created adjacent to areas of natural vegetation, similar plant materials shall be introduced for erosion control and to mitigate the visual impact of land alteration.
24. A brush management plan shall be required before clearing of native vegetation for any reason including fire control.

Single-Family

25. Front yard setbacks should be varied to discourage a monotonous line of buildings each the same distance from the street.
26. Side yard setbacks shall also be varied to create greater solar access, provide more useful private open space in side yards and avoid a monotonous pattern of houses.
27. Houses may be placed at zero side yard setback on lots of 10,000 square feet or less. A minimum 15 foot side yard shall be provided on the remaining side.
28. Solar access for each residential dwelling shall be provided in structure placement and location.

29. At least 25 percent of all lots within a subdivision shall provide sufficient side yard area and setbacks for recreational vehicle parking.
30. Private open space should be provided adjacent to dwelling units.

Policy D - Grading

Necessary grading should be done so as to minimize the disturbance to the site and the environmental and aesthetic impacts.

Strategies

1. Mass grading of custom residential subdivision lots in hillside areas is prohibited.
2. Grading in hillside areas shall leave rounded-off, natural appearing slopes, and shall use a variable slope ratio instead of manicured cut-and-fill areas. Grading shall be limited to that required for building pad placement and for driveways and utility lines.
3. To the extent possible, cut slopes should be concealed by the structure.
4. All exposed graded slopes shall be revegetated with plant materials compatible with surrounding vegetation.
5. Land should be graded and landscaped in workable increments to avoid exposing expanses of bared earth at any given time.
6. Topsoil removed during grading should be retained and replaced on the landscaped areas of the building site to minimize the grading and removal of top soil from other locations.
7. Long-term erosion shall be controlled by vegetation replanting or erosion control materials as well as the installation of proper drainage control devices where necessary.
8. Soils having a high or moderate permeability capacity or rate should be left in their natural state to reduce run-off and encourage groundwater recharge.

Policy E - Interior Circulation and Parking

Adequate, safe and efficient on-site circulation and parking areas should be provided for vehicles, which do not conflict with pedestrian areas or visually dominate the appearance of the development.

Strategies

1. Decorative paving is encouraged in parking areas to direct traffic flow, delineate pedestrian areas and provide visual relief from large areas of asphalt.
2. A minimum of two garage parking spaces shall be provided for each single-family residential unit. Recreational vehicle parking shall be located adjacent to the driveway and outside of the front yard or within a fenced rear yard.
3. Parking areas shall drain so that storm and surface water will not be concentrated across sidewalks.
4. Internal access and flow in parking areas shall be safe, well marked and take into consideration the safety of the pedestrian.
5. Motorcycle and bicycle parking areas are encouraged.

Multi-Family Areas

6. Adequate parking for multi-family housing shall be provided based upon the number of bedrooms in individual units. Parking areas shall be located outside of the front yard setback in the side or rear yard.

Residential Apartment units shall be provided with parking according to the following guidelines:

- 1 bedroom: 1 covered and .50 uncovered
- 2 bedroom: 1 covered and 1.25 uncovered
- 3 bedroom: 1 covered and 1.75 uncovered

Residential Condominium units shall be provided with parking according to the following guidelines:

- 1 bedroom: 1 garage and .75 guest
- 2 bedroom: 2 garages and .75 guest
- 3 bedroom: 2 garages and 1 guest

Guest spaces should be within combined parking areas. A minimum of two access points to an improved public right-of-way should be provided to all parking areas.

Commercial and Industrial Areas

7. Access shall be to side streets rather than primary or major arterials whenever feasible.
8. Major access points to centers or groups of parcels sharing a single point of ingress and egress shall be coordinated with openings in the center median and existing or planned access points on the opposite side of the roadway.
9. The feasibility of shared parking areas and access between adjoining lots shall be considered. New development, redevelopment or modified conditional use permits shall encourage reciprocal access agreements.
10. Adequate space shall be provided for the turning movements of trucks for loading as well as for Fire Department emergency apparatus. Loading facilities shall be located in the rear of the primary structure.
11. Parking areas shall be screened by any or a combination of the following:
 - earthmounding;
 - landscaping;
 - low decorative wall.
12. For individual freestanding commercial structures, parking areas should be located to the side or rear of the building.
13. Where limited retail operations are included with an industrial use, parking shall be provided for the retail areas under commercial use standards.
14. Hours of operation for parking and loading may be limited by the proximity of residential land uses.

Policy F - Architecture

The design of buildings should be aesthetically pleasing and consistent with the City's desire to retain Poway's small town character and image.

Strategies

1. The City shall maintain appropriate legislation for full design review of all development in the City including architecture, site planning, landscaping, signing, grading and land use and zoning review.

2. Future buildings to be built in vicinity of the hospital should incorporate design elements of that structure in their planning and construction.
3. All public and private buildings, except those in the South Poway industrial park, shall be compatible with the City's small town character and image.
4. Structures shall be no higher than two stories or 35 feet, whichever is less. Exceptions may be made for architectural projections such as church steeples and freestanding clock towers and as specified in the Old Poway Specific Plan. If any addition to the existing Pomerado Hospital building is constructed, the expansion may be the same overall height from grade as the existing structure, if it is attached or connected to the existing structure. (Amended per GPA 93-01A)
5. The relationship of width and height, and the overall height of a new or renovated commercial structure should be compatible with similar proportions of existing adjacent buildings.
6. Materials used in construction should have textured surfaces such as rough sawn woods, split-face block, stucco and facade brick. Excessive use of smooth surface materials such as metal, plastic and glass should be discouraged or offset by overhangs or architectural projections. Buildings should be enhanced with complementary trim in materials such as rough sawn wood or textured veneers of stone or river rock.
7. All structures shall be of a muted color scheme, with style and texture which reflect the traditional/rural character of the community and natural environment. They shall not be bright, reflective, metallic or otherwise visually out of character with the community or natural setting. A color palette shall be submitted as part of the site plan.
8. The size, type, color and materials of the roof should complement the size, height and shape of the building and be compatible with adjacent structures.
9. Projections and architectural details shall be used to enhance the facades of structures by providing relief and variety. Walkways in commercial centers should be covered by a structural projection such as a canopy, trellis or arcade.
10. The design, scale and materials of all new and remodeled buildings shall be compatible with surrounding structures.
11. In commercial and industrial developments, all rooftop mechanical equipment shall be completely screened from view from any adjoining street level and reasonably screened from adjoining residential areas by parapets or other roof structures.

Multi-Family Residential Development

12. Individual building heights shall be varied by the combination of one and two-story units into a single building, through the use of different roof styles or grade variations.
13. In row-type townhouses, each unit should be varied as to setback and height to provide visual relief. Variations in facade should be provided.
14. Building entrances and windows should be enhanced by canopies, balconies or other architectural details that complement the building design, color and materials.
15. All buildings shall have roof with overhangs designed to give a rural appearance and to block the summer sun from window areas while allowing winter sun access.
16. Front facades shall be broken up with entries or other areas recessed to avoid flat-front structures.
17. Individual buildings in the Residential Condominium zones should contain no more than six dwelling units. In the Residential Apartment zone, buildings should contain no more than ten units each unless their design incorporates varying facades and rooflines to give the appearance of more than one building.
18. Zero lot-line homes, patio homes and town houses are encouraged in the Residential Condominium zone.

Single-Family Development

19. Residential areas should be comprised of custom homes or homes that simulate custom homes to every extent feasible. Tract subdivision construction shall conform with the following:
 - There shall be a sufficient number of exterior architectural elevation designs and interior floor plans to promote and achieve housing variety and the objective of simulating custom home development. The number of designs and floor plans shall be commensurate with the total number of residential lots in the subdivision pursuant to the Zoning Ordinance;
 - Rooflines should vary in angle and height to provide a changing profile and should emphasize the natural land forms in the vicinity and help blend the structures into the natural environment;
 - The use of side entry or rear garages is encouraged.

20. Custom homes should be constructed of textured materials and should utilize primarily earthtone colors and complementary accents in muted shades of reds, blues, greens, grays, browns and yellows.
21. Every house shall be identified by house numbers which are easily visible from the adjoining street.
22. Accessory uses and buildings should be screened from general viewing and should not detract from the desired character of the surrounding area.

Policy G - Landscaping

Appropriate and well-maintained landscaping should be used to enhance the appearance of development and to modify climatic conditions on-site.

Strategies

1. All landscaped areas shall be regularly maintained in a neat, healthy, and thriving condition free of weeds, trash and debris.
2. The use of drought-tolerant landscaping materials and xeriscape design principles is highly encouraged.
3. The front yard area of all single-family homes shall be fully landscaped. Accent paving and hardscape (including boulders, dry streambeds, patterned concrete, etc.) is encouraged provided that the predominant landscape elements are trees, shrubs and ground covers.
4. Street trees should be located to shade the pedestrian travel area but not interfere with pedestrian movement through the following mechanisms:
 - Trees used adjacent to sidewalks should have high crowns and be trimmed periodically to leave a minimum walking area at least eight feet in height;
 - Tree wells may be cut in the sidewalk if covered with an iron grating to avoid reducing the walkway area.

Multi-Family, Commercial, and Industrial Projects

5. Landscaping shall be installed according to a detailed plan, approved by the City Landscape Architect, which delineates the species to be used, plant size, location, method of planting, irrigation details and provisions for long-term maintenance. All landscaping shall meet the requirements of the adopted City Landscape standards.

6. Trees and landscaping within the median, along the walkway (street trees) and within commercial properties should be integrated to encourage complementary materials, locations, heights and color.
7. Landscaping materials used should compliment the dominant structures in height, size and location.
8. Seating areas should be landscaped with deciduous trees to block summer sun yet permit winter sun. Deciduous trees should also be used in yard spaces adjacent to large windows on the southern and western building exposures to screen summer sun yet permit winter sun access.
9. Landscaping in parking areas shall include a minimum of one 15 gallon tree for every three parking spaces evenly distributed throughout the parking area. Large planting islands every eight to ten spaces are encouraged, rather than central planter strips between rows of parking. Landscaping in parking areas shall be dominated by trees that are maintained so as to shade the majority of the parking area.

Policy H - Walls and Fencing

Walls and fencing should be provided where necessary to ensure privacy or provide noise attenuation.

Strategies

1. Solid masonry walls shall be installed to separate commercial and industrial uses from adjacent residential.
2. Solid fences or walls, not less than six feet high shall be placed along all property lines adjoining access or parking areas in condominium and apartment projects except where adjacent to another multiple-family housing area.
3. For single-family tracts, lots between 6,000 and 10,000 square feet in areas shall be provided with solid wood or decorative block fencing to enclose the side and rear lot area.
4. For all residential projects, slump block masonry walls shall be provided along arterial roadways according to the following standards:
 - Walls should be located a minimum of 15 feet behind the edge of curbs with the entire area to be landscaped and to include a sidewalk or walkway;
 - Street names shall be incorporated into return walls at each street entrance into the project;

- The monotony of long walls shall be broken by the installation of pilasters or the periodic recessing of sections of the wall;
 - Walls which enclose the rear or side yard of a dwelling shall be a minimum of six feet and maximum of eight feet in height as measured from the highest finished grade;
 - Walls which do not enclose a rear or side yard may be between three and six feet in height.
5. All walls and fences which are adjacent to arterial roadways shall be enhanced by pilasters or offsets and landscaping shall be provided to soften the visual impact.

Policy I - Lighting

Lighting should provide for public convenience and safety but not conflict with the rural nature of the community.

Strategies

1. Areas other than rural residential areas should be provided with street lights.
2. Public and semi-public parking lots and driveways should be adequately lighted for public safety. Except for single-family homes, only low pressure sodium lighting may be used for exterior lighting between 11:00 p.m. and dawn.
3. All lighting shall be shielded and directed so as to not shine on adjoining properties.
4. Lighting placed upon the building should be architecturally integrated into the design.
5. Lighting shall be provided to adequately illuminate building entrances, access areas, parking areas, walkways and stairways.
6. Lighting for home security should generally be provided through street lighting, however, supplemental residential-type lighting may be provided for security providing that it does not adversely affect adjacent properties.

Policy J - Amenities

Multi-family projects shall incorporate amenities to ensure a pleasant living environment for the residents.

Strategies

1. Recreational amenities such as pools, spas, playground equipment, clubhouses, ball courts and turf playing fields shall be provided based upon the type of units and expected residents' recreational needs.
2. Private open spaces, such as patios or balconies, shall be provided for each unit and shall equal at least 10 percent of the floor area of the attached unit in size.
3. Laundry areas shall be provided unless provisions are made for individual laundry areas in each unit.
4. Public spaces should be located within central areas accessible to the majority of the surrounding units.

GOAL II. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER AND IMAGE OF THE CITY.

Policy A - Certainty

The City shall strive to provide certainty in implementation of the General Plan.

Strategies¹

1. No general plan amendment, zone change, tentative subdivision map or other discretionary land use decision shall be adopted which would increase the residential density permitted by law or change the residential or open space zone or residential or open space general plan designation to a commercial or manufacturing zone or general plan designation on property designated RR-A, RR-B or RR-C, OS-RM, OS-R or PF unless and until such action is approved by ordinance adopted by the voters of the City at a special or general election, or approved first by the City Council and then adopted by the voters in such an election.
2. No change to the slope criteria and minimum parcel sizes and lot averaging provisions of this General Plan which would permit increased density or intensity of use shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election, or approved first by the City Council and then adopted by the voters in such an election.
3. No change to the South Poway Planned Community Development Plan or to the Poway Municipal Code which would increase the residential density within the South Poway Planned Community shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election, or approved first by the City Council and then adopted by the voters in such an election.

¹Strategies 1, 2, 3, and 4 are derived from Proposition FF which was adopted by the voters of Poway in November 1988 and may not be changed without a vote of the people.

4. No change to the Old Coach Planned Community Development Plan or to the Poway Municipal Code which would increase the residential density or increase the commercial or manufacturing use within the Old Coach Planned Community shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election or approved first by the City Council and then adopted by the voters in such an election.
5. All land use changes should be consistent with the desire to preserve Poway's open space.

Policy B - Distribution of Land Uses

Land uses should be distributed so as to encourage in-fill development within the built-up parts of the City, protect the integrity of existing land uses and densities and preserve the open space and rural nature of Poway.

Strategies

1. Encourage land uses and densities that are consistent with a rural lifestyle and image, including preservation of open space and development of very low density residential land uses. The density of land use shall remain primarily rural within the hillsides and remote regions of the City and suburban within the developed central community core.
2. Large contiguous areas of open space shall be encouraged throughout the City and shall not be fenced or otherwise constricted.
3. Watershed areas with slopes greater than 25 percent shall be retained in parcel sizes of 40 acres or more.
4. The majority of residential construction in the City shall be in rural residential categories. Rural residential areas shall be primarily devoted to large-lot custom home construction although in some instances tract homes that simulate custom homes may be allowed.
5. Various types of multiple family units are encouraged in order to provide greater variety in regard to design and lifestyle preference.
6. Multi-family residential land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
7. Recreational uses (e.g., resorts, golf courses) may be allowed in rural areas providing that provisions are made for the health, safety and welfare of the users

and surrounding residents and that the uses are consistent with the policies of the Land Use and Community Design Elements.

8. In rural residential areas, most uses other than agricultural and residential shall be limited to areas with natural slopes of 10 percent or less. Other uses such as hiking and riding trails, driving ranges, golf courses and other recreational uses may be considered on steeper slopes providing that they do not significantly alter the landform. Buildings and parking lots must adhere to slopes of less than 10 percent.
9. The distribution of land uses should consider the health, safety and welfare of the community in regard to natural hazards.
10. Public or quasi-public structures (schools, churches, hospitals) shall be located in low-risk seismic or geologic hazard areas.
11. The area which includes the Pomerado Hospital Campus and adjacent properties along Pomerado Road from Monte Vista Road to Bernardo Heights Parkway shall be recognized as a high activity area with a primary focus on medical uses.
12. Community commercial land uses that will serve the entire community or subregion in which Poway is located are encouraged along Poway Road, adjacent to existing uses of similar intensity.
13. Limited neighborhood commercial activities may be located on the border of rural residential and urban land uses.
14. Mobile home park land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
15. New urban development projects (residential areas with greater than two dwelling units per acre (du/ac), commercial and manufacturing) shall be bounded on a minimum of two sides by existing urban land uses and existing public facilities.
16. Where a commercial area abuts a residential area, the following improvements shall be made to ensure compatibility:
 - Structures shall be adequately set back from the residential property line to avoid land use impacts;
 - An eight foot high solid masonry wall shall be constructed along the residential property line, except where it is clearly demonstrated that a shorter wall will adequately protect the residential property;

- Landscaping in the form of trees, shrubs and ground covers shall be planted within an area at least five feet wide, in addition to wall footings on the inside area of the wall.
17. It is the specific intent of the City that commercial land uses on Pomerado, Twin Peaks and Espola Roads not be substantially expanded beyond their present locations.
18. Public and semi-public uses should be located where the use is compatible with surrounding land uses, development intensity, topography and architectural style. The following provisions shall guide the location of such uses:
- Site should be located adjacent to a Transportation Element roadway;
 - Public utilities should be immediately available to the site;
 - Sites where the public/semi-public uses can serve as a buffer between residential and other potentially incompatible use are particularly appropriate.
19. Manufacturing uses shall be located so as not to create adverse impacts on surrounding land uses and/or the City transportation system.
20. Commercial and manufacturing service land uses adjacent to residential land uses shall include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to 60 dBA.
21. Incompatible land uses shall not be made contiguous without adequate buffering and/or setbacks. Special emphasis and techniques shall be used in buffering surrounding land uses from commercial uses. In the event a question of compatibility exists between two uses or intensities, the lower intensity use shall take precedence. The City Council shall make the final determination in those areas of questionable land use compatibility.
22. Generally, facilities to service the medical needs of the community should be clustered at and around Pomerado Hospital. Ambulatory clinics and services should, however, be located in other areas of the community as well as the Hospital Campus to facilitate neighborhood access to services. (Amended per GPA 93-01A)
23. The area which includes the Pomerado Hospital Campus and adjacent properties along Pomerado Road from Monte Vista Road to Bernardo Heights Parkway shall be recognized as a high activity area with a primary focus on medical uses. (Amended per GPA 93-01A)

24. Provide information on all submitted development proposals that may affect student enrollment to the Poway Unified School District (PUSD) for review in light of their planning goals. The City shall provide the PUSD with regular reports of building permit activity.

Floodplains and Floodways

25. Land within the 100 year floodplain should be designated for low density residential or open space uses.
26. Structures which do not conform to Poway Flood Hazard Management standards must be brought into conformance with these standards if reconstruction, rebuilding, or repairing made necessary by damage will exceed 50 percent of the reasonable replacement value of the structure prior to any damage.
27. Critical emergency uses (hospitals, fire stations, police stations, public administration buildings, and schools) shall not be located in flood hazard areas.
28. Development within the 100 year floodway is prohibited.
29. Development in the 100 year floodplain may be approved if the following conditions are met:
 - All structures, both permanent and temporary, must be raised one foot above the 100 year flood level;
 - Information certifying the 100 year flood level must be submitted by a qualified civil or hydrological engineer;
 - All-weather access must be provided to all developments for divisions of land, residential units, commercial buildings, manufacturing buildings, or public buildings;
 - Information certifying that no upstream or downstream changes to the 100 year floodplain will occur must be submitted by a qualified civil or hydrological engineer.
30. For purposes of land division, floodway areas shall not be included in the calculation of net area.
31. To prevent increased flooding within Poway, all new land divisions and commercial developments shall be reviewed to determine the feasibility of storm drainage detention. Should the project increase the storm drainage runoff by ten percent or more, the differential storm drainage runoff shall be detained to the satisfaction of the City Engineer. This does not preclude the City from requiring storm

drainage detention for projects which do not exceed a 10 percent differential increase in storm drainage.

32. No development shall be approved that would inhibit, prevent, or preclude the location of proposed detention basins on Rattlesnake Creek and the north and south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey, dated August 1981.

Policy C - Land Use and Transportation

Ensure that the City's transportation system does not become overburdened.

Strategies

1. Avoid approving any development that will increase the traffic on a City roadway above the existing design capacity at Level of Service C unless traffic/roadway design mitigation is available and/or will be implemented to achieve the desired Level of Service. Or if no feasible alternatives are available, cumulative land use impacts on roadways should be assessed to ascertain the contribution of each new use being considered.
2. Prohibit development which will result in Level of Service E or F at any intersection unless no feasible alternatives exist and an overriding public need can be demonstrated.
3. Developments which will result in a concentration of people (such as multiple-family residential developments) should be located in proximity to commercial services and along primary roadway corridors or in other locations of high transit potential or access.
4. Continue to develop neighborhood parks in proximity to residential areas to encourage pedestrian travel to recreation facilities.
5. Generally, facilities to service the medical needs of the community should be clustered at and around Pomerado Hospital. Ambulatory clinics and services should, however, be located in other areas of the community as well as the Hospital Campus, to facilitate neighborhood access to services.

Policy D - Public Service Constraints

The land use pattern and population should be consistent with the capability of existing and planned public services and facilities.

Strategies

1. Development should not overburden the ability of local school districts to provide a consistent level of quality educational services and facilities to community residents. The City supports changes to state law which would remove restrictions on local jurisdictions' ability to deny development based on inadequate schools.
2. Land uses and development review applications that are inconsistent with the capability of any public service agency to provide cost-effective service shall not be approved.
3. The number and location of dwelling units in the City shall be limited to that which can be adequately served by public services and facilities.
4. Sewage treatment capacity shall be available prior to the approval of any new development application which requires community sewer service.
5. New development should not increase overall water consumption. All possible water conservation techniques shall be incorporated into the design of the project and the remaining water requirement shall be offset through contribution to appropriate retro-fit programs or increased supply programs such as wastewater treatment facilities.
6. Land use decisions which may influence the provision of medical services in the community should be coordinated with the Palomar Pomerado Health System. Copies of all submitted development proposals that may cause an increase or change in medical service demand shall be submitted to the health system for comment. In addition, regular reports of building permit activity shall be submitted to the System. (Amended per GPA 93-01A)

GOAL III. IT IS THE GOAL OF THE CITY OF POWAY TO ENHANCE THE WELL-BEING OF POWAY RESIDENTS BY PROVIDING OPPORTUNITIES FOR RELAXATION, REST, ACTIVITY AND EDUCATION THROUGH A WELL BALANCED SYSTEM OF PRIVATE AND PUBLIC FACILITIES DISTRIBUTED TO SERVE THE ENTIRE COMMUNITY.

Policy A - Parks

A diversified, comprehensive park system should be provided for the residents of Poway, utilizing adopted standards, contemporary concepts and planning strategies.

Strategies

1. Encourage public involvement in the site acquisition and design development of park facilities to ensure community needs are met.
2. All park land dedicated as a requirement of residential development shall be developed and used for park purposes.
3. Seek to ensure that every neighborhood is served within a one-half mile radius by an elementary school site or park.
4. Seek to provide adequate playing fields to serve the organized sports needs of the residents, including softball, soccer and other organized sports.
5. Development of a sports complex in South Poway at Stowe Drive and McIvers Court, which should include three basketball fields, two basketball courts, four volleyball courts, batting cages, two tennis courts, a "pay for play" racquetball facility, a tot lot and concession facilities.
6. Pursue the development of a soccer park.
7. Neighborhood parks shall serve as the day-to-day recreational areas of the City. The facilities should include playgrounds, playing fields and turf areas where local residents can enjoy the outdoors in a safe and refreshing environment.
8. Maximize the usage of all park facilities through the centralized scheduling and extended use hours where feasible to meet community needs. Evaluate park sites on an individual basis for the inclusion of sports lighting.

9. Include preschool age and handicapped accessible equipment in each park and provide balanced active and passive recreational opportunities.
10. Design all parks to incorporate xeriscape landscaping techniques.
11. Cooperate with the School District to ensure that the school fields being used by youth sports are maintained adequately and continue to explore ways to maximize the use of school fields for youth sports through renovating the fields and, if possible, providing lighting.

Financing

12. Maintain legislation under the Quimby Act to require the dedication of land, payment of in-lieu fees or a combination thereof, as a condition of residential development approval to the equivalent of five acres of land per 1,000 population anticipated in the proposed development.
13. Pursue appropriate regional, state and federal grant-in-aid programs.
14. Encourage consideration of public/private partnerships to share cost and benefit its operation.

Policy B - Recreation Facilities

The City shall seek to provide a wide range of facilities which address the recreational needs of all ages in the community.

Strategies

1. Promote added family activity facilities to serve the community.
2. Continue to explore alternative recreational facilities and opportunities for the teen population.
3. Explore ways to provide golfing opportunities to the public at an affordable fee.
4. Research means of providing self sustaining or corporately funded camp programs for a variety of interests.
5. Work closely with local youth sports organizations in providing athletic activities for youth and children.

6. Offer adult leagues in a variety of sports and operate on a demand basis as much as possible. They shall function on a self-sufficient level with reduced rates for resident teams.
7. Maintain aquatic programs and pool facility operating hours to serve the optimum number of residents in a cost-effective and safe manner.
8. Provide recreation classes to meet the needs of a wide range of ages and interests.

Policy C - Private Recreational Facilities

The City encourages the development of private recreational facilities to fulfill a portion of the City's recreational needs.

Strategies

1. Private recreational facilities can be used to reduce the total amount of land to be dedicated and/or fees paid in-lieu to 50 percent of the requirement per residential development proposal.
2. Private recreational facilities shall meet the standards for similar public facilities.
3. Private recreational facilities shall be maintained by the developer, owner, a homeowners' association or an assessment district.
4. Adequate provisions shall be made to ensure that private recreational facilities remain available in perpetuity or the residents and the City shall be compensated accordingly.

Policy D - Cultural and Educational Facilities

The City shall seek to provide adequate facilities to address the cultural and educational needs of the community.

Strategies

Library

1. Construct a modern, comfortable, well-planned community library to achieve and maintain a level of library services appropriate to the cultural, educational and recreational needs of the community. The ultimate goal is to provide a facility that is based on a sliding scale of 0.5 to 0.8 square feet of library space and three to five items of library materials per resident.

2. Maintain a Citizens' Library Committee to advise on building, planning, evaluating and administering the library.
3. Encourage coordination and cooperation with other area library agencies to maximize the breadth and quality of library services available in our community.
4. Develop a plan to establish, maintain, and fund a level of library staff and materials commensurate with the library service plan.

The Arts

5. Establish a use policy which will ensure a balanced program of professional, school and community performing arts activities as the priority use for the Poway Center for the Performing Arts.
6. Encourage and develop a plan to provide special children's performances, lecture demonstrations and master classes by touring artists scheduled to perform at the Center for the Performing Arts.
7. Establish a plan to produce youth oriented performing arts programming, such as young people's concerts, children's theater and participatory dance activities.
8. Investigate the feasibility of a Festival of the Arts featuring local arts organizations, regional professional companies and touring artists on a scale similar to Community Days.
9. Investigate the feasibility of a program to permanently provide art in public places.
10. Develop a plan to incorporate a space for rotating art exhibitions in public facilities where practical and appropriate.

Policy E - Public Meeting Space

The City shall seek to provide meeting space for both public and private purposes consistent with approved policies and legal constraints.

Strategies

1. Public meeting space shall be designed to meet community needs and shall be available at rental rates comparable with fees charged by other public agencies for similar facilities.

Policy F - Special Events

Special events should be provided which are designed to attract general as well as special interest groups and which highlight the leisure experience of the participants.

Strategies

1. Continue to develop and improve youth and family-oriented programs.
2. Seek corporate funding to provide increased event programming.
3. Encourage volunteers as a means of promoting interest and providing leadership in existing and future programs in a fiscally sound manner.
4. Encourage a farmers and arts and crafts fair at Old Poway Park.

Policy G - Disabled Services

The City shall seek to develop avenues for residents with special needs to participate in a variety of recreational programs and activities.

Strategies

1. Work closely with existing programs provided by service organizations and PUSD and research and consider for development, both mainstream and specialized programs based on the needs of the community.
2. Maintain an appropriate level of staff training and volunteer coordination relating to the special needs population.

Policy H - Fiscal Impact

All public facilities should be adequately staffed and maintained.

Strategies

1. Projected operating costs and revenue sources should be determined and analyzed prior to approval of any proposed new public facility.

GOAL IV. IT IS THE GOAL OF THE CITY OF POWAY TO PRESERVE ITS NATURAL, SCENIC, AND CULTURAL RESOURCES FOR THE FUTURE BENEFIT AND ENJOYMENT OF ITS RESIDENTS AND TO PROTECT BIOLOGICAL AND ECOLOGICAL DIVERSITY.

Policy A - Scenic Areas

Scenic areas, prominent vistas and open space areas that typify Poway's rural history and image should be preserved and protected through appropriate land use policies.

Strategies

1. Significant open space areas and scenic vistas along local scenic roadways should be protected.
2. The mountains, hillsides and prominent ridgelines are a valuable natural resource and should be preserved through appropriate land use policies.

Policy B - Waterways

The natural character of creeks and channels should be maintained or restored to the greatest extent possible with consideration for maintaining adequate flood protection.

Strategies

1. Development, including roads, should be set back from riparian corridors a minimum distance of 50 feet, or a sufficient distance as determined by a qualified biologist to avoid any damage to these areas. These riparian corridors and associated buffer areas should be designated as permanent natural open space easements and the buffer areas should be vegetated only with appropriate native species, as determined by a qualified biologist or native plant horticulturist.
2. No activity or development shall be permitted within the watershed or viewshed of Lake Poway which would diminish water quality of the lake or its open space and recreational value.
3. Natural locations and rates of discharge into creeks and channels should not be increased without sufficient mitigation to ensure that significant alteration of the natural system will not occur.

4. The use of rip-rap in stream channels shall be limited to the minimum area required to protect adjacent improvements and stream banks from excessive erosion.
5. Public access to creeks, via trails, paths and greenways, shall be encouraged to the extent possible without negatively impacting the riparian habitat value.
6. Coordinate with other jurisdictions to monitor and maintain acceptable water quality standards in local streams.
7. Activities within the City's natural drainage systems which would adversely affect water quality (such as pesticide use, construction of septic leach fields and underground storage of hazardous substances) shall be strictly regulated.
8. Substances such as hazardous wastes or untreated wastewater shall not be discharged into the City's natural water systems.
9. Urban runoff from impermeable surfaces which may be contaminated with oil, grease, vehicle fuels or other toxic substances, shall have such contaminants substantially removed before discharge into the City's natural drainage systems. The City shall comply with the requirements of the nonpoint source urban runoff wastewater discharge permit.
10. Grading for development shall not increase the natural rate of erosion or cause siltation of stream channels.

Policy C - Biological Resources

Wildlife and natural plants are a valuable natural resource and should be preserved and protected.

Strategies

1. The acquisition and dedication of undeveloped land adjacent to and between existing dedicated open space areas is encouraged to promote large contiguous areas necessary for watershed, habitat and viewshed protection. If private development is required to purchase and dedicate land to mitigate environmental impacts, the acquisition of areas adjacent to existing large permanent open space areas is preferred.
2. Biological corridors shall be preserved in order to provide linkages for vegetative and wildlife communities between nonconnective open space areas. Special effort shall be made to acquire and preserve the two major wildlife corridors identified in the *Detailed Biological Assessment* and lands linking open space areas in

Poway to open space areas in the region, such as the Sycamore Canyon County Park and San Dieguito Regional Park.

3. Development should not disrupt habitats considered to be sensitive, or the habitat of sensitive, declining, threatened, rare or endangered species. An assessment, performed by a qualified biologist, shall be required in areas where the existence of a sensitive species is known or reasonably expected to be present.
4. Off-road vehicle use is prohibited.
5. Access of humans and domestic animals to preserved biological habitats and sensitive biological areas shall be limited as deemed necessary to preserve the integrity of the areas.
6. Confinement of horses, cattle and other livestock shall not be permitted in natural open space areas or sensitive biological areas.
7. Mitigation for significant impacts to biological resources in the form of preservation (onsite and offsite) or restoration shall be required. All preservation and restoration areas shall be dedicated as permanent biological open space.
8. The City and development community should use the important biological resource areas, as identified in the *Detailed Biological Assessment*, as the foundation for a City-wide system of reserves and wildlife corridors. Efforts should be made to acquire unprotected lands within and adjacent to these areas, through mitigation banking programs or other land transfer and acquisition programs, for the purposes of biological resource preservation and natural open space management.
9. Require biological monitoring during construction where there is the potential to impact sensitive biological resources. Construction monitoring shall be conducted by a qualified biologist and follow the guidelines outlines in the Detailed Biological Assessment to ensure that all construction practices consider the protection of sensitive biological resources both on and offsite.
10. Long-term biological management plans for open space areas within a proposed development should be developed by a qualified biologist and implemented by the developer.
11. Habitat conservation plans should be developed for endangered resources.

Wildlife

12. The hunting of wildlife shall be prohibited in Poway.

13. Development proposals shall consider areas determined to be particularly valuable to wildlife, as identified for each quadrant of the City in the *Detailed Biological Assessment*. Efforts shall be made to minimize encroachment into these areas.

Plants

14. Plant resources, particularly large expanses of undisturbed natural areas, oak woodlands, riparian corridors, significant tree stands and sensitive, declining, threatened and endangered species should be preserved through appropriate means such as buffering and dedicated open space.
15. Large tree stands comprised of oaks, sycamores or eucalyptus should be retained and integrated into project designs. The understory in these stands should also be retained or enhanced with native species as deemed appropriate by a qualified biologist or native plant horticulturist. Areas preserved shall be designated as permanent natural open space.
16. A permit is required prior to the removal of any coast live oak, holly oak, California Sycamore or any tree within the public right-of-way.

Policy D - Archaeological Sites

Archaeological resources are an important part of our heritage and should be preserved and protected.

Strategies

1. Archaeological guidelines for the treatment of archaeological resources discovered during the environmental review process shall be implemented. These guidelines are on file at the City of Poway.
2. The City shall require that all artifacts recovered from sites within Poway during environmental impact studies be presented to the City for permanent curation. This is also recommended for the sphere of influence. The City shall designate a repository (i.e., a museum) for the artifacts or direct that a suitable structure be built or converted within the city boundaries to house the collections. The City shall ensure the proper treatment of the artifacts by selecting an archaeologist/historian to define the necessary elements for curation of specimens as outlined by the National Park Service. If the City cannot designate a facility to curate the artifacts, then an agreement could be reached with the Poway Historical Society or the San Diego Archaeological Society to temporarily curate the artifacts.

3. Consider mitigation alternatives which include "in kind" measures that provide unusual or more beneficial results than the mitigation measures listed in the City archaeological/historical guidelines.
4. Maintain a listing of significant prehistoric sites and document the locations of all open space easements that include archaeological sites. These easements have been granted to protect resources; however, without acknowledging the locations of such easements, the success of the use of such easements for resource protection cannot be assured. The City should conduct a research effort to determine where easements for archaeological sites are located, especially those easements which were "inherited" from the County of San Diego when the city was incorporated.

Policy E - Historical Sites

The historical structures which remain in Poway contribute significantly to the rural small town character of the community and should be preserved.

Strategies

1. Complete a comprehensive survey to identify and evaluate historic structures and sites in Poway.
2. Maintain a Historic Sites List that will include a register of locations, photographs, and historically relevant information regarding each site, structure or feature recognized as historically sensitive or significant to the city's heritage. The Historic Sites List will include as its foundation, the criteria for relative categories of significance included in the City's Ordinance 296. The method to be used for adding structures to the Historic Sites List is also provided in Ordinance 296. Prehistoric sites should not be included on this list, as it will be available to the public and the locations of significant prehistoric sites should not be made publicly known.
3. Support community efforts to register local prehistoric and historic features that fulfill state or federal requirements. The basis for the registration of local sites of historic and prehistoric significance will be the Historic Sites List. The City shall consider funding a periodic review of the Historic Sites List by a qualified historian for the purpose of completing nomination forms for the National Register and state landmarks list.
4. Maintain appropriate legislation to apply alternative building code requirements as deemed necessary on an individual basis to preserve historic structures. The City shall also maintain appropriate legislation prohibiting the demolition of an historic

structure without an evaluation of the condition of the structure and the costs of rehabilitation.

5. Study the feasibility of securing contracts with the owners of historic structures or places to restrict the use or alteration of the property or structures as defined in Government Code Section 50280 et. seq. for tax advantages in the form of a historic easement. In the event that a contract or historic easement is executed, the City shall inform the County Assessor of any agreement reached for the purpose of historic preservation, and encourage the Assessor to re-examine the assessment of the property based upon the agreement.
6. Prior to the demolition of any historic structure (for a definition of a historic structure, see Ordinance 296 and the archaeological guidelines filed at the City of Poway Planning Services Department), that structure shall be fully documented with plans, photographs and an archaeological/architectural assessment. In the event that demolition is permitted for any historic structure within Categories A, B or C as described in Ordinance 296, mitigation may be accomplished through the payment of a fee which would be applied to the improvement of Old Poway Park. The City shall determine an equitable mitigation fee for the demolition of historic structures.
7. Mitigation of impacts to significant or sensitive historic structures may be accomplished by moving the structure to a new location within the city. This location should be similar in setting to the original site, depending upon the uniqueness of the original site.
8. Historic structures or places should not be designated for land uses that would lead to their demolition or to a depreciation in their value. Adjacent land uses should not conflict with the preservation of an historic structure or place.
9. Standards should be developed for community design adjacent to historic structures to preserve the integrity of the structure and its surrounds.
10. New development and physical improvements proposed on the east and west sides of Midland Road, between Hilleary Place and Twin Peaks Road, shall be consistent with the adopted Old Poway Specific Plan.

GOAL V. IT IS THE GOAL OF THE CITY OF POWAY TO ACHIEVE A CLIMATE FOR ECONOMIC GROWTH AND STABILITY WHICH WILL ATTRACT HIGH QUALITY COMMERCIAL AND INDUSTRIAL DEVELOPMENT TO SERVE THE EMPLOYMENT, SHOPPING, RECREATION, AND SERVICE NEEDS OF POWAY RESIDENTS AND WILL PROVIDE A HEALTHY AND DIVERSE ECONOMIC BASE FOR THE COMMUNITY.

Policy A - Commercial

It is desirable to have a mix of activity in the community representing a wide range of sizes, products and ownerships.

Strategies

1. Implement the Poway Marketing Plan.
2. A central commercial activity area should be established to provide community commercial uses within an architecturally integrated and enhanced area. Within and adjacent to this area the City should examine the feasibility of the development of a multi-faceted Town Center. The City should prepare a feasibility study to determine the full potential of the Town Center concept. The feasibility study should address the following issues:
 - types of uses (e.g. commercial, civic, recreation)
 - size of area
 - aesthetic standards
 - improvement of market demand
 - revitalization and redevelopment
3. The Community Commercial Land Use category shall be designated within the Town Center area where appropriate to encourage centers and uses that will provide community-wide services.
4. Focal points or high activity areas should be enhanced through community design features to encourage viable commercial areas. The following areas are designated as focal points because of current or future high activity:
 - the western entry along Poway Road from Oak Knoll Road to Pomerado Road;
 - Poway Road from Quate Court to Gate Drive;
 - the intersection of Twin Peaks Road and Pomerado Road;

- the eastern entrance to the Poway Road business area at Garden Road excluding Garden Road itself;
 - Midland Road from Edgemoor Street to Aubrey Street.
5. Design of developments at focal points shall incorporate the best representations of Poway's rural character and shall be consistent with adopted specific plans.
 6. General commercial uses and services such as restaurants, financial institutions, services and roadway-oriented retail stores should be encouraged along Poway Road and at the intersections of Pomerado Road with Twin Peaks Road, SR-56, and Scripps Poway Parkway.
 7. Encourage the continuation and enhancement of the Old Poway commercial area on Midland Road as a specialty commercial center.
 8. Poway Road should be the principal commercial activity area within the City and other commercial areas should not detract from Poway Road's economic viability.
 9. A fiscal analysis should be required for all major new commercial projects. New businesses which complement existing businesses are actively encouraged. The impact of proposed new development on the viability of existing commercial development should be considered.
 10. Poway Road from the western city limit to Garden Road should be revitalized as Poway's primary commercial area based on the recommendations of the *Final Report of the Poway Road Revitalization Advisory Committee* published in October 1982 as well as on more recent studies.
 11. The City should initiate and complete a Poway Road Specific Plan.

Policy B - Manufacturing

Strive to achieve a healthy manufacturing sector.

Strategies

1. Encourage manufacturing uses where compatible with existing land uses.
2. Encourage a broad range of manufacturing uses in the South Poway Specific Plan area including research and development and light industrial uses.

GOAL VI. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE A SAFE, REALISTIC, EFFICIENT, AND INTEGRATED TRANSPORTATION SYSTEM TO SERVE THE PRESENT AND FUTURE MOBILITY NEEDS OF ALL THE RESIDENTS OF POWAY.

Policy A - Streets

An efficient system of streets, which together with appropriate Traffic Demand Management and Traffic Systems Management techniques will allow vehicular traffic to maintain Level of Service C or higher, should be designed and constructed. Roads should be designed to meet the needs of the residents of the community without detracting from the rural setting of Poway.

Strategies

1. The financing of improvements to the City circulation system made necessary by development shall be borne by the developer of the project.
2. Landscaped medians should be constructed in roadways adjacent to commercial areas to direct traffic flow and provide a more scenic roadway area.
3. Access to commercial areas should be provided through a minimum number of points of ingress and egress.
4. Prepare traffic engineering and/or studies for the upgrade of:
 - Espola Road;
 - Poway Grade between Espola Road and SR-67 (should occur after completion of the Scripps Poway Parkway, in order to consider the need for the upgrade to state route status);
 - Twin Peaks Road between Community Road and SR-56;
 - Community Road between Aubrey and Hilleary;
 - Sycamore Canyon Road between Scripps Poway Parkway and Poway Road;
 - Poway Road west of Pomerado Road.
5. The road network is based on a graduated road classification system as described in the Roadways Element of the Transportation master element.
6. The design of roads and traffic controls shall optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access and frequent stops on arterial roadways.

7. The City shall provide adequate levels of maintenance of all improved components of the transportation system, including roadways, sidewalks, bicycle facilities and roadway drainage systems.
8. No street shall be permanently closed without prior analysis, including environmental review, which addresses increases in traffic on other streets which would be created by the closure.
9. If a roadway is included on the Bikeways Master Plan, the paved widths shall accommodate bicycle lanes at a minimum of four feet, only where the preferable five feet is not feasible. Bicycle lanes shall take precedence over on-street parking if the right-of-way or paved width is restricted. Bicycle lanes between the right travel lane and parking are allowed.

Residential Roads

10. Residential roads should be designed to discourage non-local traffic. Devices such as landscaped encroachments or medians may be used to inhibit general traffic in local areas.
11. Non-local traffic shall be discouraged by the graduated street system and if necessary, by traffic modification devices such as:
 - "necking" or narrowing the street at strategic locations such as intersections or neighborhood entrances;
 - narrowing the overall street width and adding extensive landscaping in the right-of-way to give the impression of a private road; and
 - altering the directional flow of the traffic with traffic circles, bollards or wood barriers with adequate landscaping and directional signs.
12. In the event that the traffic on a local road, particularly within a residential neighborhood, has or may exceed 3,000 vehicles per day as a result of a new development proposal, the City should require or commission a local traffic survey to indicate or provide mitigation measures to decrease traffic levels.
13. Residential streets shall be designed to follow the natural contour of the land wherever feasible to avoid unnecessary landform alteration.
14. When considering circulation patterns and standards, primary consideration shall be given to the preservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter shall have priority.

Access to Arterials

15. Access to all primary and major arterials should be restricted to approved points of ingress and egress through relinquishment of access rights to the City.
16. Local roads should be used for access to primary and major arterials. Where direct access to a primary or major arterial is necessary, access shall be limited to one point for 300 feet of frontage or one point per parcel, if a parcel has less than 300 feet of frontage.
17. Combined access between adjacent properties shall be considered prior to the allowance of access to a primary or major arterial to reduce the overall number and frequency of access points. Reciprocal access agreements shall be encouraged.
18. Driveways and entries near intersections along arterial roadways should be located a minimum of 100 feet from the end of the curb return.
19. Access points shall be coordinated with existing or planned access points on the opposite side of the road and the breaks in medians.

Emergency Routes

20. Emergency response routes shall be identified as a basis for implementing a traffic signal preemption system designed to reduce emergency vehicle response time.

Scripps Poway Parkway

21. A four year goal (1991-1995) is set for completion of the Scripps Poway Parkway. It is the highest priority roadway project in the City and explore state route designation.
22. The intersection of SR-67 and SR-125 with the Scripps Poway Parkway shall be planned ultimately as interchanges.
23. The Scripps Poway Parkway should be constructed at six lanes in its entirety and should meet Caltrans' expressway standards.
24. The City of Poway shall work with the City of San Diego to ensure completion of the Scripps Poway Parkway from Pomerado Road to Interstate 15.

25. The City of Poway should work with the region to improve the interchange at I-15 and Mercy Road to increase its capacity.

Route 125

26. Support Route 125 between the Scripps Poway Parkway and Route 52 in Santee.
27. Work with Caltrans, SANDAG, the Mid County Transportation Coalition, the City of San Diego, City of Santee and the County of San Diego to resolve economic, environmental and responsibility questions regarding the eventual connection of Route 125 to the Scripps Poway Parkway.

163 Extension

28. The City should encourage the analysis of the extension of SR-163 from I-15 to determine the regional traffic benefits.

Poway Road

29. Implement a signal-timing optimization plan for Poway Road.
30. Support improvement projects along Poway Road including combining driveway entrances to shopping centers, creating right-turn pockets at specific locations, restricting left-turn movements where there is no turn pocket and providing direct connections between shopping centers.

Transportation Demand Management

31. Consider the adoption of a Transportation Demand Management (TDM) Program which is consistent with the model program being proposed by SANDAG.
32. Through the TDM program, Poway should establish short and long-term parking management strategies, at governmental and private facilities, that discourage single occupancy vehicle usage and reward high vehicle occupancy rates without placing the City at a competitive disadvantage.

Policy B - Scenic Roadways

Continue to identify, designate and preserve local scenic roadways.

Strategies

1. Where not inhibited by existing or approved development, an open space easement of 50 feet from the ultimate right-of-way line, shall be required along all

scenic roadways except Midland Road. This easement area shall be landscaped following xeriscape principles to enhance the scenic roadway area.

2. Any new residential developments adjacent to a scenic roadway, except Midland Road, shall have decorative solid walls and/or landscaped earthen berms to enhance the scenic quality of the area.
3. The rural image of Midland Road should be protected and enhanced by ensuring that new development or improvements to existing development utilizes an architectural style that is consistent with the Old Poway Specific Plan.

Policy C - Public Transit

The use of public transit as a viable alternative to the automobile should be encouraged.

Strategies

1. Participate with public transit providers serving San Diego County in a cooperative program to increase transit services with existing equipment and expand services through transit facility improvements.
2. Coordinate with transit providers to increase funding for transit improvements to supplement other means of travel to the extent possible.
3. Support efforts to establish a region-wide bus pass.
4. Continue to provide specialized transit services to meet the needs of the transit dependent such as the handicapped, senior citizens and students. Dial-a-Ride and Call-a-Ride services shall be maintained at existing levels and increased if ridership demands increase.
5. Provide fixed route transit service to all concentrated residential areas, major activity centers and major employment centers.
6. Continue to provide other transit services such as commuter express service and airport service.
7. Encourage development of light rail transit and transit access points along the I-15.
8. Support the creation of a transit center, to be located in the South Poway Business Park, which would include a variety of mass transit options such as express and fixed route bus service, park and ride lot and which could be a future

station for a light-rail or monorail transit system. Study a transit center near Pomerado Road and SR-56.

9. Develop both a short-range and a long-range transit plan to implement an efficient and useful public transportation system.
10. Periodically conduct a survey of transit users and the community to determine what improvements can be made to the existing transit services and what additional types of services or enhancements are necessary to meet the diverse transportation needs of existing and potential commuters.
11. Promote a transit system which will maintain the scheduled service times, reduce duplication of transit services and minimize passenger travel and waiting time.
12. Provide those passenger amenities such as bus shelters, benches, transit maps and displayed schedules, which encourage people to use public transit.
13. Provide a transit service which operates vehicles that are clean, well-maintained and within acceptable mileage limits.
14. Maintain an overall cost-efficient transit service. Through effective competition and the bidding process, the City shall ensure that contractor costs are reasonable. Transit fares that are consistent with those in the region shall be maintained; increased farebox revenue shall be sought by increasing total transit system patronage.

Policy D - Bicycles

The use of bicycles for transportation and recreation is strongly encouraged.

Strategies

1. Provide a bikeways system, as shown on the Bikeways Master Plan and the Bikeways Standard, to provide for safe and efficient use of the bicycle as an alternative mode of transportation for local, subregional and regional travel and as a form of recreation.
2. Require the registration of bicycles for identification purposes.
3. Continue to support bicycle safety programs at the schools.
4. Ensure the installation of bike racks on public transit vehicles to facilitate bicycle travel. Install secure storage at park and ride locations.

5. Encourage the development of a regional and subregional network of bikeways.
6. Encourage bicycle commuting by requiring bicycle parking facilities at major destinations such as schools, parks, employment centers and the transit center.
7. Strongly encourage and support the use of bicycle helmets through the provision of safety information and encouraging discounts on the purchase of helmets at Poway stores. Support the bicycle safety program provided by the Sheriff's Department.
8. Integrate the bikeway system to every extent feasible with the City transportation system.

Policy E - Trails

An inter-linking network of trails that connect park, residential, commercial and government areas with each other and which form part of the regional trail network should be developed.

Strategies

1. Continue construction of the network of pedestrian/equestrian trails according to City Trail Standards and in locations shown on the Master Plan of Trails.
2. Promote programs for improving existing trails, such as removing barriers, to make the trails safer, more functional and more accessible.
3. Update the Trails Guide as necessary to provide current information.
4. Trail right-of-ways shall be established and acquired through all feasible means including required and voluntary easement dedications.
5. Establish an agreement with public and private utilities for the use and maintenance of utility corridors and right-of-ways for trail purposes.
6. Trail construction should take into consideration the safety and convenience of the trail users as the primary concern.
7. Study the use of the trails system by off-road bicycles while maintaining the equestrian/pedestrian usage.

Policy F - Pedestrian Routes

A system of sidewalks, rural walkways and pathways should be created to promote the safe and efficient movement of pedestrian travel throughout the City.

Strategies

1. Complete an inventory of existing pathways and prepare a Master Plan of Pathways which emphasizes the most efficient, shortest and safe connections between neighborhoods, schools, commercial centers and employment centers.
2. Continue construction of a system of pathways according to the Master Plan of Pathways and Pathways Standard.
3. Encourage the construction of pathways in association with new development that interconnects neighborhoods, schools, government and commercial facilities.
4. Require the construction of sidewalks or rural walkways adjacent to all streets and roads. Along major roadways, curb-adjacent sidewalks shall be discouraged in favor of sidewalks separated from the road by a planter area.
5. Encourage installation of sidewalks in semi-urban and urban neighborhoods where they do not exist.
6. Require development to increase pedestrian access to arterials other than at roadway intersections.
7. Where there is established pedestrian use of undeveloped property, future development plans shall incorporate similar access where feasible and reasonably related to the use to be made of the property.

GOAL VII. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE A SAFE AND HEALTHY ENVIRONMENT FOR THE RESIDENTS OF POWAY.

Policy A - Functional and Financial Opportunities

Encourage and support the delivery of high emergency services through cooperation with other agencies and use of all financial opportunities available.

Strategies

1. Ensure that the maximum advantage is obtained from the resources of the federal government, state, county and neighboring municipalities and support efforts of other jurisdictions to provide safety related services.

Policy B - Fire Protection

The City shall maintain a high standard for the delivery of fire protection services.

Strategies

Fire Prevention

1. Encourage the development, implementation and public awareness of fire prevention programs.
2. Implement programs to reduce the quantity of combustible vegetative materials in the City to reduce wildland fire hazards including a brush management program subject to approval by the City.
3. Continue the use of the Weed Abatement Program and a fire buffer program along heavily traveled roads through thinning, disking or controlled burning, subject to air quality standards. Brush, not trees, should be cleared from both sides of major arterials.
4. The existing rows of eucalyptus trees should be trimmed periodically and combustible vegetative materials at the tree base should be periodically removed.
5. All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted editions of the Uniform Fire and Building Codes; however, where deemed appropriate, the City shall enhance the minimum standards to provide optimum protection.

6. Fire protection requirements shall be expanded where structural and/or capital improvements cannot adequately protect the community from property damage or potential loss of life.
7. Study the feasibility of regulations requiring the installation of a sprinkler system at the time of construction of new residential structures and in conjunction with expansion or substantial interior remodeling of existing structures.
8. Require fire retardant roofing materials based upon the type of construction in and outside of high fire hazard areas.
9. Enforce the fire control requirements of the City's landscape standards.
10. In order to minimize fire hazards, the Poway Fire Department shall routinely be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.
11. Advocate and support State legislation which would provide tax incentives encouraging the repair or demolition of structures which are classified as high fire hazards.
12. The construction of public facilities and transportation corridors shall be consistent with the adopted standards of the Uniform Building Code and Uniform Fire Code.

Facility Location

13. Fire stations shall be located on or near arterial roadways to provide for rapid response times.
14. The timing of station construction shall relate to the rise of service demand in the surrounding areas.
15. The location of stations should consider existing and projected land uses and appropriate buffering should be provided where necessary.
16. Proposed Fire Station 3 shall be located in the South Poway Business Park.
17. Emphasis on future construction and capital improvements should be toward the alleviation of deficiencies in critical risk areas.

Inter-jurisdictional Cooperation

18. Opportunities for joint-power agreement facilities and/or operations should be evaluated and pursued where practical.
19. Support mutual aid agreement and communication links with the County and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

Policy C - Medical Services

The City shall seek to ensure the provision of high quality medical services and facilities at a level consistent with the needs of the community residents. Medical services should be provided with respect to the unique needs of the service area, with the Palomar Pomerado Health System assisting the City of Poway in reviewing and analyzing the demand for medical services and the proper method to respond to these changing needs. Planning decisions involving medical services should take into account the economic impact on the PPHS and specifically, the impact on its ability to compete with private hospital systems. (Amended per GPA 93-01A)

Strategies

1. Regularly communicate with the Palomar Pomerado Health System to ensure that adequate health care facilities are available to meet the needs of Poway residents.
2. Assist the Palomar Pomerado Health System in assessing programs and in developing standards that can be used to evaluate the adequacy of medical service delivery for Poway residents.
3. The City shall assist the Palomar Pomerado Health System in obtaining current or amended reports pertaining to the demographic characteristics of Poway.
4. The City shall provide copies of all submitted development proposals that may cause an increase or change in medical service demand to the Palomar Pomerado Health System.
5. The City shall provide Palomar Pomerado Health System with regular reports of building permit activity.
6. The City shall provide to the Palomar Pomerado Health System copies of all submitted development proposals that may cause an increase or change in the medical service demand. (Amended per GPA 93-01A)

7. The Pomerado Hospital Campus may be developed to include several medical services in an integrated complex with the existing inpatient hospital as the most significant principal use; other uses may include doctors' offices, laboratories, outpatient surgery centers, imaging centers, medical training and research facilities, mental health clinics, continuing care facilities, outpatient clinics, rehabilitation clinics, pharmacies and other outpatient service facilities. (Amended per GPA 93-01A)

Policy D - Law Enforcement

The City shall secure high-quality law enforcement so as to maintain a sense of personal safety and security for the residents of Poway.

Strategies

1. Routinely involve law enforcement personnel in the review of new development applications as they relate to street access and safety and to the concept of defensible space.
2. The central focus of law enforcement in the City of Poway should be protection of life and property.
3. Continue to promote the establishment of neighborhood watch programs to encourage community participation in the patrol and to promote awareness of any suspicious activity.
4. Promote crime prevention programs for commercial and industrial areas.
5. All structures should be adequately identified by street address and be lighted sufficiently to deter criminal activity.
6. Coordinate the development and implementation of any emergency plan with the staff of the Palomar Pomerado Health System to ensure that adequate medical care is available in times of emergency.

Policy E - Air, Water and Soil Pollution

The City shall work locally and at the regional level to reduce air, water and soil pollution within Poway.

Strategies

1. Work closely with regional agencies to help control all forms of pollution.

2. Seek to promote a development pattern that reduces daily trips for shopping, school and recreation.
3. Encourage ridesharing, the use of transit and other transportation systems management programs to reduce the number of vehicle miles traveled and traffic congestion.
4. Consider the use of clean fuel systems for new local government fleet vehicles.
5. Implement plans and programs to phase-in energy conservation improvements.
6. Investigate incentives and regulations to reduce emissions from swimming pools, residential and commercial water heating and heaters.

Policy F - Emergency Plan

The City shall be prepared to successfully manage public emergencies which may occur.

Strategies

1. Pursue new ideas, plans and programs to improve Poway's *Emergency Plan*.
2. Maintain the Fire Department Classroom at Station 1 as a permanent emergency operations center and a secondary command post. Keep it equipped with sufficient supplies to begin operations immediately in the case of a disaster.
3. Encourage volunteer and civic organizations to educate and equip themselves to provide community emergency assistance, if necessary.
4. Develop an accurate citywide emergency resource inventory of locally available supplies, equipment and heavy vehicles and devise a state of emergency procurement procedure.
5. Utilize the Emergency Plan to provide direction to all persons responsible for acting in a disaster situation.
6. Coordinate the development and implementation of any emergency plan with the staff of the Palomar Pomerado Health System to ensure that adequate medical care is available in times of emergency. (Amended per GPA 93-01A)

Policy G - Hazardous Waste Management

The City supports the San Diego County Hazardous Waste Management Plan and seeks its implementation by encouraging waste minimization, proper disposal of household hazardous wastes and by establishing criteria for land use decisions regarding hazardous waste treatment facility siting.

Strategies

Waste Minimization

1. Encourage businesses to conduct waste minimization opportunity assessments to determine their potential for source reduction and recycling and to achieve the County-wide goal of 30 percent reduction in hazardous waste by 1994.
2. Investigate the adoption of an ordinance to require businesses to prepare submit and implement hazardous waste minimization plans.
3. Consider establishing a reward program to recognize businesses that implement waste minimization successfully and conducting a media campaign designed to recognize these businesses.

Household Hazardous Waste

4. Encourage safe and proper disposal of household hazardous waste; comply with Integrated Waste Management Act requirements of no Household Hazardous Waste to landfills by 1995.
5. Continue to encourage district collection events and seek an appropriate location to establish a permanent community collection center.

Contaminated Sites

6. Seek to ensure timely and complete clean-up of contaminated sites.

Siting of Hazardous Waste Treatment Facilities

7. The siting criteria of the San Diego County Hazardous Waste Management Plan are incorporated into the Poway General Plan by reference and shall be used to determine acceptable locations and conditions for off-site hazardous waste treatment facilities.
8. Ensure that off-site hazardous waste treatment facilities are subject to complete and thorough local review.

9. Encourage the coordination of facility siting responsibilities among Southern California's local governments through adoption and implementation of the Southern California Hazardous Waste Management Authority Regional Plan Fair Share Policies and Regional Action Plan.

Policy H - Noise

Ensure a safe and pleasant acoustical environment for the residents of Poway.

Strategies

1. Utilize site planning, zoning regulations, architectural design standards and building construction regulations to reduce noise impacts.
2. Review all discretionary project applications which include sensitive land uses for conformance with the Exterior CNEL Compatibility Matrix table.
3. Require mitigation measures for all proposed projects which are found, according to an Acoustical Analysis Report to be subject to incompatible CNEL values.
4. Proposed land uses which generate noise should be subject to an Acoustical Noise Report with mitigation measures to be specified.
5. An Acoustical Noise Report shall be prepared for all public works projects which have a potential for public noise exposure.
6. Increases in traffic noise caused solely by roadway improvements shall be mitigated to future levels which would have occurred without the improvement.
7. When noise protection barriers are needed, they shall be located in the most cost-effective location. The maximum protection for a given barrier height and length shall be determined by acoustical analysis using the current edition of the FHWA noise level model program.
8. Noise protection walls may be limited to a height of eight feet if a taller one is deemed to be aesthetically degrading to the environment, even when a taller wall may be needed to achieve Noise Element standards.
9. Mitigation walls will be at least four feet high, even if mitigation calculations call for a shorter wall.
10. A time-averaging sound level meter meeting American National Standards Institute S.4 standards shall be used to enforce the noise control provisions of the Zoning Ordinance.

11. Enforce the provisions of the California Noise Insulation Standards (California Code of Regulations, Title 24) prior to issuing a building permit for multiple-family dwelling units. If these units are located in an area of noise incompatibility (exposed to 60 decibels or more, CNEL), an Acoustical Analysis Report, as prescribed in Section II D of the Noise Hazards Element shall be prepared demonstrating that interior noise levels of habitable rooms will not exceed 45 decibels.
12. The interior floor/ceiling and party wall assemblies for multiple-family dwelling, whether or not they are located in areas of noise incompatibility shall provide a minimum insulation between units of 45 decibels, FSTC.
13. Standard care and practice guidelines for building construction shall include, but not be limited to, the current edition of the American Standards for Testing and Materials, E-497, standard practice for installing sound-insulation lightweight partitions.
14. When new projects are submitted to the City that require Conditional Use Permits, Tentative Map approval, etc. a report must be submitted that demonstrates that significant environmental impacts, including noise are mitigated to less than significant levels.
15. Acoustical Analysis Report standards containing the required format, measurements, calculations and exhibits for land use, zoning and building permit applications shall be prepared and updated annually.

Policy I - Solid Waste

Promote safe, environmentally sound means of solid waste disposal for the community.

1. Proceeds of recycling are a resource and should be used to benefit the community to the extent feasible.
2. Investigate means to create a market for recycled goods.
3. Implement a curbside recycling program in all residential neighborhoods.
4. Promote the use of all plant material waste for compost or mulch.
5. Promote the recycling of construction refuse and "white waste" (water heaters, washing machines, etc.).
6. Investigate ways to encourage businesses to recycle their waste.

GOAL VIII. IT IS THE GOAL OF THE CITY OF POWAY TO MINIMIZE INJURIES, LOSS OF LIFE, AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE HAZARDS.

Policy A - Information and Services

The City should encourage the development and implementation of hazard prevention programs designed to provide adequate information and services to the community.

Strategies

1. Increase public awareness of dangers associated with natural hazards and of strategies that can be adopted to deal with them.
2. Assure that all development applications are reviewed by persons qualified to identify potential natural hazard problems and that appropriate conditions be attached to allowed developments so as to mitigate potential damage.
3. Actively encourage the generation of ideas, plans and programs to achieve a state of community self-reliance.

Policy B - Geologic Hazards

The community should be protected against the hazards associated with geologic formations, particularly landslides, through proper land use policies and mitigation.

Strategies

1. Compare all development applications with the GIMS Mapping System to determine if significant geologic hazards exist.
2. Investigations performed by a qualified engineering geologist and soil engineer shall be required for all development review applications. For land development in the Friars Formation areas a detailed slope stability analysis is also required.
3. Include as conditions of approval, the recommendations of the engineering geologist for geologic hazard mitigation and the soils engineer for soil related issues.
4. Development within unstable slope and landslide areas will be prohibited unless adequate measures are taken to protect against slippage.

5. Establish and maintain proper soil management techniques to reduce the adverse effects of soil-related problems such as shrink-swell behavior, erosion, run-off potential, and septic tank failure.

Policy C - Seismic Safety

Seismic hazards should be controlled to a level of acceptable risk through the identification and recognition of potentially hazardous conditions and areas.

Strategies

1. Take all appropriate actions to identify and mitigate seismic hazards such as groundshaking, ground rupture, landslides, liquefaction and structural hazards.
2. The GIMS Mapping System and the Seismic Matrix shall be used to determine if the probability of a seismic hazard exists.
3. Where it has been determined that there is the probability of a seismic hazard, an investigation by a qualified engineering geologist shall be required.
4. Regularly inform community residents of the potential seismic hazards that can exist and the best methods of reducing injury, property damage or loss of life in the home or business establishment.

Policy D - Flood Hazards

The public should be protected against potential loss of life and property through regular dam and creek maintenance, proper flood hazard management policies, and future capital improvements.

Strategies

Lake Poway Dam

1. Lake Poway Dam shall receive regular inspections of the embankment, spillway, and inlet/outlet facilities to ensure safe operation.
2. Lake Poway shall be kept at or below the designed high water level to reduce the risk of spilling.

Natural Watercourses

3. Natural watercourses shall be maintained as the primary flood control channels. Where feasible, the natural creekside environment shall be preserved.

4. Maintain a program to ensure that the floodways are kept free and clear at all times. Costs associated with creek maintenance shall be borne by the property owner or the holder of open space easement rights.
5. Upstream detention basins shall be constructed on Rattlesnake Creek and the north and south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey published in August, 1981 in order to mitigate flood hazards while retaining the natural character of the major creeks and channels.

Watershed Areas

6. Watershed areas in the eastern Poway mountains should be preserved to maintain the health, safety, and welfare of residents living adjacent to the City's major creeks in the Poway Valley.

Financing

7. The City shall explore and adopt appropriate legislation to finance the acquisition and construction of the detention basins including, but not limited to, developer financing, bonds and assessment areas drawn upon drainage area boundaries.
8. The cost of improvements to the City flood and drainage control system made necessary by new development shall be borne by the developer.

GOAL IX. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE AN EFFICIENT AND ECONOMICAL PUBLIC WATER AND WASTEWATER TREATMENT SYSTEM TO SERVE THE CURRENT AND FUTURE RESIDENTS OF POWAY.

Policy A - City Water System

A consistent level of quality water service shall be maintained by minimizing the impacts of new land use changes on the existing system.

Strategies

1. Encourage and promote water conservation techniques and awareness in the community.
2. Encourage community and individual responsibilities that prepare emergency water resource plan in case of disaster or system failure.
3. Require new construction to include appropriate water conserving measures including low-flow fixtures, water-conserving appliances, and low volume irrigation systems and to provide water conservation offsets.
4. Require the use of low volume irrigation systems where feasible.
5. Encourage existing construction to retrofit with appropriate water conserving appliances and low volume irrigation systems.
6. Limit the extension of water service facilities, such as transmission lines or pumps, to accommodate new development projects to one-quarter mile across an undeveloped area.
7. The dedication, construction and maintenance of pumps, transmission and storage facilities to service new developments and expand the City's water system capacity should be reviewed with each new development application.
8. Require commercial car washes to use recycled water.
9. Require all new swimming pools to be covered when not actively in use.

Policy B - Groundwater

Groundwater supplies should be protected and monitored to ensure that overdraft does not occur.

Strategies

1. Rural land uses may use wells where it is not feasible to connect to the community water supply if it can be proven that an adequate supply of good quality groundwater is available. If well water is to be the primary water source, the provisions of the groundwater policy of the City shall be fulfilled.
2. Agricultural uses are not encouraged on wells that could deplete the groundwater supply.

Policy C - Water Reclamation

Serve the community's wastewater treatment needs through water reclamation.

Strategies

1. Develop and implement a water reclamation master plan and implementation service area distribution system master plan to define, encourage, and develop the use of reclaimed water in Poway.
2. All new construction in areas proposed for service by reclaimed water shall be preplumbed to readily accept reclaimed water for landscape irrigation.
3. Reclaimed water shall be used wherever its use is economically justified, technically feasible and consistent with legal requirements, preservation of public health, safety, and welfare and environmentally desirable. Reclaimed water uses may include, landscape irrigation, filling of artificial lakes, industrial processes, agricultural production.
4. Wastewater treatment system expansions should be designed to maintain the current Level of Service.
5. Wastewater collection lines or pumping facilities to accommodate new development projects should not be extended over undeveloped areas.
6. Structures connected to the community collection system shall not use salt-based self-regenerating water softeners.
7. Parcels within the sewer improvement district boundary and beyond 200 feet of an available sewer transmission line should be required to install a dry sewer

hook-up for future utilization of the community sewer system. Parcels within 200 feet of the community sewer system must connect to the system.

8. Septic tanks should be limited to parcels of one acre or greater unless circumstances exist that make the connection to a sewer transmission line impossible on existing parcels greater than one-half acre but less than one acre. Parcels in areas with a history of septic tank leach field system failures shall connect to the community sewer system.
9. All septic tanks shall be approved by the County Department of Environmental Health as a result of on-site tests certified by a qualified engineer.
10. Replacement of failed septic systems or new development with proposed septic system shall consider alternative wastewater collection systems including, but not limited to, septic tank effluent pump or gravity systems, grey water systems, or alternative on-site treatment and disposal systems.

Policy D - Financing

All improvements to existing utility systems necessitated by the approval of a new development project shall be financed entirely by the project proponent either by fee or actual construction.

GOAL X. IT IS THE GOAL OF THE CITY OF POWAY TO REDUCE THE COMMUNITY'S CONSUMPTION OF NON-RENEWABLE ENERGY RESOURCES AND PROMOTE THE EFFICIENT USE OF RENEWABLE ENERGY SOURCES.

Policy A - Energy Efficient Land Uses

Appropriate planning and land use practices should be used to reduce the community's reliance on non-renewable sources of energy.

Strategies

1. Encourage residential design which takes into consideration passive energy conservation concepts.

Policy B - Public Policy

Provide a model for actions in the private sector by undertaking and publicizing energy efficiency and renewable energy resource programs.

Strategies

1. Stimulate public awareness of energy conservation technology and practices.
2. Develop and distribute standards for energy-efficient landscape design.
3. Implement provisions of the Integrated Solid Waste Management Act of 1989 (AB 939, Sher) and facilitate local recycling programs.
4. Investigate state, federal and utility financial opportunities to participate in renewable energy resource programs, provided such participation does not directly or indirectly diminish municipal services.
5. Encourage State legislation that implements conservation measures through the elimination of wasteful energy usage.
6. Encourage utility rate revisions that provide incentives for conservation practices and for the shifting of energy use to non-peak hours.
7. Support incentive and educational conservation policies which accomplish desired results over regulatory programs but adopt regulatory approaches where necessary.

8. Evaluate retrofit programs for energy conservation in existing structures and provide appropriate information to the public.
9. Energy efficiency implementation programs should provide City residents and business persons maximum flexibility to develop their individual creative approaches to achieving energy self-sufficiency.
10. Develop an energy management system for public buildings. Energy conservation in existing buildings shall be promoted through the initiation of retrofit energy conservation measures where feasible. All new public buildings shall be designed to be as energy efficient as financially feasible.

Policy C - Private Development

New development should be required to incorporate reasonable energy conservation measures including those required by Title 24 of the California Codes and Regulations.

Strategies

1. Adopt incentives and regulations to enact energy conservation requirements for private development.
2. Encourage developers of multi-family residential, commercial, and industrial projects to investigate the economics of installing cogeneration systems in new and existing facilities.
3. Encourage widespread usage of solar water heating for residential units.

GOAL XI. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE ADEQUATE APPROPRIATE HOUSING OPPORTUNITIES TO MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS.

Policy A - Existing Housing

Preserve and maintain existing housing and neighborhoods to ensure that housing is both sound and safe for occupants and to meet as much as possible of the housing needs of current and future residents of Poway through existing development.

Strategies

1. The retention and maintenance of all existing mobile home parks shall be encouraged through use of a mobile home park zone and through acquisition and operation of parks by the City/Redevelopment Agency.
2. The retention of an adequate supply of rental housing shall be encouraged by maintaining ordinance provisions that restrict condominium conversions in the Residential Apartment category/RA zone and which require that new developments in this category be for rental only.
3. Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.
4. Adopt ordinance requiring that all renter occupied housing be kept in a well-maintained, safe, and sanitary condition.
5. Participate, through the County of San Diego Housing Authority, in a program of low interest rehabilitation loans to assist low and moderate income homeowners whose homes are in need of repair.
6. Maintain ordinance provisions prohibiting the occupancy of substandard dwelling units and requiring that such units be made to comply with all applicable zoning, building, safety and housing codes or, when this cannot be achieved, that such units be demolished.
7. Take actions necessary to ensure that assisted rental units at risk of conversion are not converted to market-rate units.
8. Investigate opportunities and funding sources to assist households with members who are handicapped to appropriately retrofit existing housing.

9. Support the shared housing referral and information service.
10. Continue to participate in housing programs administered by the County Department of Housing and Community Development which provide housing assistance.
11. Investigate opportunities and funding sources to provide assistance to low and moderate income households to reduce the incidence of housing overpayment.

Policy B - New Housing

Provide opportunities for high quality new housing construction as necessary to meet the needs of current and future Poway residents including those with special needs.

Strategies

1. Ensure that housing constructed for very-low, low, and moderate income households be high quality in terms of design and construction and be compatible in design with surrounding development.
2. Establish land use and zoning categories in the General Plan and Zoning Ordinance that allow a diversity of housing types to be built to provide for the actual needs of residents while minimizing conflicts with existing development and unnecessary erosion of residents' quality of life and investment in their homes.
3. In-fill development shall be encouraged in order to make efficient use of existing public infrastructure.
4. Encourage the use of innovative site development techniques and the use of alternative building materials that both meet the intent of City policies and ordinances and reduce the cost of site preparation or construction.
5. Regularly review development fee schedules to ensure that user charges and fees are consistent with costs incurred by the City. Pursue a reduction of fees to affordable housing projects.
6. Determine the feasibility of using public subsidies to assist in the development of affordable housing.
7. Require coaches and lots within newly created mobile home parks to be held in common ownership, except in cases where the coaches and/or lots are owned by a public agency or non-profit housing entity.

8. Encourage the development of affordable housing for the elderly in proximity to public transportation and community services.
9. Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to use by handicapped persons.
10. Investigate programs to assist first-time buyers.
11. All new businesses which employ more than five persons in agricultural or landscaping jobs shall provide suitable housing for them or pay an in-lieu fee to allow such housing to be provided.
12. Require that housing constructed expressly for very-low, low, and moderate income households not be concentrated in any single area.
13. Encourage the development of child care facilities coincident with new housing development, and consider the use of incentives such as density bonus, reduced development fees, and/or financial assistance.
14. Require deed restrictions for new units provided under this policy in order to ensure their permanent affordability.

Policy C - Fair Housing Practices

Assure that all housing, whether market or assisted, is sold or rented in conformance with open housing policies free of discriminatory practices.

Strategies

1. Make every reasonable effort to ensure that the provisions of all applicable Federal and State laws and regulations concerning non-discrimination are enforced.
2. Disseminate information on housing discrimination complaints to appropriate agencies.

GOAL XII. IT IS THE GOAL OF THE CITY OF POWAY TO ENCOURAGE REGIONAL COOPERATION AND COORDINATION.

Policy A - Planning

Support the coordination of land use and public facility planning programs among local, regional, state, federal jurisdictions, and special districts.

Strategies

1. Continue to refer applications for regionally significant development to affected jurisdictions according to the terms of the interjurisdictional memorandum of understanding.
2. When considering major changes to its land use program, the City will evaluate the impact of proposed changes on regional land use planning and the planning programs of neighboring jurisdictions.
3. Continue to support and participate in the San Diego Association of Governments (SANDAG) regional land use planning programs as consistent with the Poway General Plan goals and policies.
4. Cooperate with regional measures to offset potential wildlife habitat loss or increase existing habitat, such as land-banking or open space acquisition and preservation programs.
5. Support regional transportation planning programs which minimize the disruption of externally generated traffic on Poway.
6. Support efforts to develop a limited access roadway between I-5 and I-15 along the SR-56 corridor.
7. Support and encourage an amendment to the Regional Transportation Plan (1990) to designate Scripps Poway Parkway as an expressway to provide the major east/west route through Poway from I-15 to SR-67 and explore a state route designation for the Parkway.
8. Facilitate the continued development of a regional trail system to serve equestrians, pedestrians and bicyclists.

9. Coordinate the planning of medical facilities and services to meet the medical and health needs of the community with the Palomar Pomerado Health System. (Amended per GPA 93-01A)

Policy B - Regional Facilities

Support the construction of appropriately sited and designed facilities to serve regional and/or subregional public facility needs.

Strategies

1. Cooperate in the construction of a regional water reclamation facility to serve both the City of Poway and the City of San Diego.
2. Work with other water agencies to provide adequate regional water storage facilities.
3. Enhance the quality of library services through cooperation with other library agencies in the region.
4. Cooperate in regional efforts to ensure adequate solid waste disposal facilities.



Photo by Reba Wright-Quastler

COMMUNITY DEVELOPMENT

COMMUNITY DEVELOPMENT

Community Development deals with the physical development of the City. Its purpose is to ensure the organization of the City into a functional, aesthetic pattern and to establish design policies to guide development to provide an attractive environment which preserves the unique character of the community. It will influence the image of the City more than any other element.

In recent years Poway has been experiencing pressures from mid-county growth which has brought intense development to the City's western borders. Traffic congestion is increasing as more and more regional travelers use Poway's streets to move from SR-67 to I-15 and vice versa. Likewise, growth pressures in Poway have been increasing as people "discover" the rural/open space nature of the City, which is so conveniently located to employment centers and recreational opportunities. While regional and local growth pressures mount, the preservation of Poway's character seems even more important.

LEGAL BASIS

Section 65302(a) of the Government Code requires preparation of a land use element which designates the proposed general distribution and general location of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land. The required Land Use Element is included in this Community Development master element which also contains the Community Design and Energy

Conservation Elements as encouraged by Section 65303(g) of the Government Code.

IMPLEMENTATION

The Development Code is the primary means of implementing the Community Development master element. Each of the residential, commercial, industrial and special land use designations established in the Land Use Plan relate to one specific zone established in the Development Code which will list permitted uses, conditional uses and development standards for each zone.

Another tool to implement Community Development policies is the specific plan, which is authorized by Government Code Section 65450. Specific plans are required for all Planned Community areas and for all properties carrying the Affordable Housing designator. They are permitted and may be used, for other areas. Prepared by the local government, specific plans are regulatory in effect and replace the prescribed land use ordinances for the affected area.

LAND USE ELEMENT

HISTORICAL CONTEXT

The nature of land use in the City of Poway today is linked to Poway's rural origins. Poway began as a small, isolated farming community over a century ago. Only minimal growth and change occurred until the mid-1950s when the Poway Municipal Water District was formed and a community water system developed. Since then, Poway has experienced several significant growth periods. Between 1970 and 1980 Poway's population increased by 139 percent from 13,971 to 33,436. The following decade resulted in an additional 30 percent increase leading up to a population of 43,516 in 1990.

INTENT

The Land Use Element is designed to provide a policy framework within which decisions, both private and public, can be made concerning the physical development of the City. As such, it is the critical backbone of the General Plan.

The City seeks to accomplish the following with the implementation of this element:

- The establishment of a balanced compatible and functional mix of development consistent with the long-range goals, objectives and values of the City;
- The provision of guidance for public and private investments, indicating where new development is permitted and the nature, density and intensity of that development;

- The identification of opportunities for redevelopment and new development in the City, as well as any constraints that would affect this development;
- The reduction of loss of life, injury, and property damage that might result from flood, fire, earthquake and other natural or man-made hazards;
- The preservation of those undeveloped portions of the city that are of value to the residents and the protection of the natural and cultural resources found there;
- The preservation and maintenance of the existing rural character of the City; and
- This element shall provide the essential basis for planning for adequate sewers, roads, schools, water treatment, recreation facilities and other infrastructure necessary for the welfare of the residents.

Through the use of text and diagrams, the Land Use Element establishes clear and logical patterns of land use as well as standards for new development. The single most important feature of this element is the Land Use Map which indicates the location, density and intensity of development for all land uses City-wide. In addition, the goals, objectives and strategies contained in the element provide a constitutional framework for future land use planning and decision making in the City.

RELATIONSHIP TO OTHER ELEMENTS

The Land Use Element affects a number of key issues that are addressed in the remaining elements. For example, land use policies have a direct bearing on the local system of streets and roadways which are covered in the Transportation Element. Housing issues and needs identified in the Housing Element are linked to land use policies for both existing and future residential development. Even issues concerning safety, noise and the environment are directly related to the policies contained in this element.

In turn, the ability to allow development anticipated by the Land Use Element is related to the Public Services Element which provides for the planning of essential infrastructure.

EXISTING LAND USE

As a foothill community, Poway contains large areas of steep hillsides and deep canyons much of which is unbuildable. Regions of major environmental value cover much of the southern, eastern, and northern parts of the City and the vicinity of Twin Peaks/Boulder Mountain. To protect these resources, and in recognition of this topography, over 2,600 acres is designated Open Space/Resource Management and about 8,800 acres is developed with large lots under the Rural Residential A and Rural Residential B categories.

The City of Poway maintains a strong commitment to the preservation of open space by encouraging in-fill development

projects and redevelopment, while scrutinizing proposed projects in the City outskirts to ensure that the rural and open space areas are conserved and that environmental concerns are mitigated. It is important that adjacent land uses be compatible with each other. Compatibility is analyzed in Table III-1.

The developed areas of Poway comprise 50 percent of the City's total land area. Of this, 63 percent is residential. The residential uses in Poway are overwhelmingly dominated by single-family residential homes which comprise 80 percent of the dwelling units in the City. There is a broad spectrum of single-family residential dwelling units, including suburban subdivisions on 6,000 to 10,000 square-foot lots, semi-rural subdivisions on one-half to one-acre lots, and residential agricultural home sites of between two and five acres. The rural character of Poway is enhanced by the diversity of large lot home sites throughout the City.

Multiple-family development, including traditional apartment complexes and new attached condominium complexes, comprise only 16 percent of the City's residential dwelling units. Most of the multiple-family housing is located in the southern portion of the City. Mobile homes comprise 4 percent of the dwellings in Poway. They are located in five mobile home parks located in the mid and southern portions of the City.

Other land uses in Poway include public uses (1.2 percent) and commercial/industrial areas (2.1 percent). Public uses include the facilities of the City of Poway, the Poway Unified School

TABLE III-1

LAND USE COMPATIBILITY MATRIX

	RURAL RESIDENTIAL	SINGLE- FAMILY RESIDENTIAL	MULTI- FAMILY RESIDENTIAL	COMMERCIAL	INDUSTRIAL	PUBLIC
RURAL RESIDENTIAL	S	S	M	M	I	M
SINGLE-FAMILY RESIDENTIAL	S	S	M	M	M	M
MULTI-FAMILY RESIDENTIAL	M	M	S	M	M	S
COMMERCIAL	M	M	M	S	S	S
INDUSTRIAL	I	M	M	S	S	S
PUBLIC	M	M	S	S	S	S

S = COMPATIBLE, SUITABLE

I = INCOMPATIBLE, NOT SUITABLE

M = MAY OR MAY NOT BE FOUND COMPATIBLE/SUITABLE BASED UPON PROVISIONS ESTABLISHED THROUGH A
CONDITIONAL USE PERMIT OR DEVELOPMENT REVIEW

District, the Dearborn Cemetery, the County of San Diego, the State of California and the Pomerado Hospital.

Commercial areas comprise only 1.9 percent of the total land area and are located mostly along Poway Road and Pomerado Road, with a few on Twin Peaks Road and along Midland Road. Commercial uses include shopping centers, free-standing retail shops and offices. The South Poway Business Park is approximately 30 percent complete and is the primary location for manufacturing and warehousing uses in the community. One surface mining operation is located in the southerly portion of the industrial park.

FUTURE LAND USE

Land use policy in Poway is guided by the ideals of the City, including preservation of open space, maintenance of the rural character, compatibility of adjacent uses, provision of a variety of housing types to serve all segments of the community, provision of quality public institutions and provision of commercial and industrial areas for satisfaction of employment and personal needs. Guidelines for private developments are designed to ensure high quality development while maintaining these goals.

Poway's motto, "The City in the Country," will become obsolete unless open space

and the rural character are preserved. Thus, future development in Poway should be concentrated in parts of the City other than the rural hillside areas and existing open space areas should be protected.

A significant feature of the land use plan is the enhancement of existing developed and developing areas. This will principally be directed at the areas adjacent to major circulation corridors and to major urban areas adjacent to the City's western border. Land use changes will be required to be consistent with available public services and facilities, in order to avoid the potential for growth in undeveloped areas. To the extent the Affordable Housing Overlay is used to increase density, it is understood that it will diminish the rural character of the City.

LAND USE PLAN

The Land Use and Zoning Plan defines the arrangement of land uses at buildout. It does not establish specific time frames for the phasing of future development.

The Land Use and Zoning Plan also depicts the boundaries of the adopted Poway Sphere of Influence and Planning Area. These areas are within the jurisdiction of San Diego County, however, the land use designators shown are those proposed under the Poway General Plan. Section 8 of the MEA discusses these areas in more detail.

The following 24 land use categories are established. There are 12 residential, five commercial, one manufacturing, three open space, one public facilities,

one hospital campus and one planned community categories. Each land use category corresponds to one zoning category of the same name. Specific densities allowed in the Rural Residential categories depend on the average slope of the property and are described in Table III-3. A summary of the distribution of land uses is included as Table III-2. (Amended per GPA 93-01A)

As of January 1, 1991 Poway had 14,568 dwelling units (according to the Department of Finance, San Diego County Regional Housing Estimates). Remaining vacant residentially zoned property is estimated to have a maximum potential to hold an additional 2,796 dwelling units (see Table VIII-15) for a total of 17,364. In addition, meeting the Regional Share requirement for affordable housing could result in an additional 777 units through mixed use development, dormitories and the Affordable Housing Overlay (see Table VIII-19).

In November 1988, the voters of Poway adopted initiative Proposition FF, which requires voter approval of any changes to land use designations, slope criteria, parcel size or zoning in the Rural Residential and Open Space categories. The 1991 General Plan update created two new categories: Open Space-Resource Management and Public Facilities. In 1992, a third new category was created -- Hospital Campus. These categories are intended to further categorize uses which were allowed under the OS category in November 1988 and may not be amended to include uses not allowed under the OS

category in November 1988 without voter approval. (Amended per GPA 93-01A)

Residential

Rural Residential A (RR-A): The Rural Residential A category includes more total land area than any other. It is primarily located in the northern and eastern areas of the City, which are dominated by the mountains that surround Poway. It also includes the Twin Peaks and Boulder Mountain areas. Very low density residential uses are allowed in the level areas or foothills near existing development. The minimum lot size ranges from 4 acres to 40 acres, based upon the slope and the availability of community water. The rural road standards of the City, as found in the Circulation Element would apply.

Rural Residential B (RR-B): The Rural Residential B category is an intermediate rural residential category. The minimum parcel sizes are 2, 4, and 8 acres, based upon slopes that are 0-15 percent, 15-25 percent or 25-45 percent, respectively. A special sub-category of this land use (RR-B²) is applied to the High Valley area and allows lots there to be two acres in size regardless of their slope and including areas over 45 percent slope.

Rural Residential B areas generally will be served by the City water system, but not sewer. Rural road standards apply. The uses allowed are primarily single-family dwelling units. The keeping of farm animals is allowed in these areas.

Rural Residential C (RR-C): The Rural Residential C classification includes the custom home subdivisions that predominate in Poway's northern area. The parcel sizes begin at one net acre minimum for slopes up to 15 percent, and progress to two net acres between 15 percent and 25 percent and four net acres in areas above 25 percent. The uses are primarily single-family dwelling units. While the keeping of farm animals is allowed in these areas, it should not constitute the sole use of the property.

The Rural Residential C areas must be on the City water system and should be provided with sewers. Rural road standards apply.

Residential Single-Family 1 (RS-1): The Residential Single-Family 1 classification applies generally within the fringe areas of the major floodplains which contain no perceptible slopes. The minimum lot size is one acre. RS-1 areas must/shall be served by the City water and sewer system and semi-rural road standards apply. The uses are primarily single-family dwelling units, agriculture and the keeping of farm animals for personal use.

Residential Single-Family 2 (RS-2): The Residential Single-Family 2 classification is a transitional category between the urban and rural land uses in the City. A density of one and two dwelling units per net acre will be achieved by lot sizes that range between one acre and 20,000 square feet. Single-family housing is the primary use and the keeping of animals for personal use is permitted. These areas should be

served by both City water and sewer and the semi-rural road standards apply.

Residential Single-Family 3 (RS-3):

The Residential Single-Family 3 category is characterized by low density urban residential development. The lot sizes range between 15,000 and 20,000 square feet, with an overall density of two to three dwelling units per net acre. Single-family homes are the primary use, along with the limited keeping of animals for personal use. These areas must be served by both City water and sewer and the urban road standards apply.

Residential Single-Family 4 (RS-4):

The Residential Single-Family 4 classification is also a low density residential category allowing three to four dwelling units per net acre. The lot sizes range between 10,000 and 15,000 square feet and development is primarily single-family homes. The limited keeping of animals is also allowed. RS-4 areas must have City water and sewer service and the urban road standards apply.

Residential Single-Family 7 (RS-7):

The Residential Single-Family 7 classification is for single-family homes on lots with a minimum of 4,500 square feet (up to eight dwelling units per acre). These areas are served by City water and sewer and urban road standards apply.

Planned Residential Development

(PRD): The Planned Residential Development classification is limited to areas of the City where traditional development methods will not work because of topography, natural hazards or man-made hazards. All development

proposals require a specific plan which will establish the density for the individual site; however, 12 dwelling units per net acre is the maximum allowable. The specific plan will outline the public services, utilities and facilities necessary, but City water and sewer will generally be required. Appropriate road standards will be established by the specific plan.

Mobile Home Park (MHP): This classification is designed for planned residential developments that consist exclusively of manufactured housing. Density should not exceed eight dwelling units per acre. City water and sewer are required and urban road standards apply.

Residential Condominium (RC): The Residential Condominium classification is for attached or detached multiple-family dwellings with densities between 7 and 12 dwelling units per net acre. The category allows units for either sale or rental. The intent of the use and density is to provide aesthetic multiple-family dwellings that include garages, open space and recreational facilities and activities. Developments should generally be clustered, with buildings having six or fewer units. Urban services such as City water and sewer are required and urban road standards apply.

Residential Apartment (RA):

Residential Apartment is the most dense residential classification with a maximum of 20 units per net acre allowed. Residential apartment complexes in this classification may not be converted to condominiums for sale. Urban services such as City water and sewer are required and urban road standards apply.

**TABLE III-2
DISTRIBUTION OF LAND USES**

<u>LAND USE CATEGORY</u>	<u>ACRES</u>	<u>PERCENT</u>	<u>LAND USE CATEGORY</u>	<u>ACRES</u>	<u>PERCENT</u>
<u>1. INCORPORATED CITY</u>			<u>2. SPHERE OF INFLUENCE</u>		
<u>Residential</u>			<u>Residential</u>		
RR-A	7,483	29.8	RR-A	<u>2,136</u>	<u>100.0</u>
RR-B	1,319	5.3			
RR-C	3,207	12.8	SUBTOTAL	2,136	100.0
RS-1	33	0.1			
RS-2	431	1.7	<u>3. PLANNING AREA</u>		
RS-3	64	0.3	<u>Residential</u>		
RS-4	583	2.3	RR-A	542	34.8
RS-7	1,315	5.2	<u>Open Space</u>		
PRD	723	2.9	OS-RM	<u>1,017</u>	<u>65.2</u>
MHP	99	0.4			
RC	143	0.6	SUBTOTAL	1,559	100.00
RA	81	0.3			
<u>Commercial</u>			GRAND TOTAL	28,807	100.0
CO	79	0.3			
CN	3	-			
CG	217	0.9			
CC	109	0.4			
<u>Manufacturing</u>					
MS	36	0.2			
<u>Open Space</u>					
OS	50	0.2			
OS-R	418	1.6			
OS-RM	2,598	10.3			
<u>Special Purpose</u>					
PF	271	1.1			
PC	3,632	14.5			
<u>Transportation Corridors</u>					
	<u>2,218</u>	<u>8.8</u>			
SUBTOTAL	25,112	100.0			

**TABLE III-3
RURAL RESIDENTIAL DENSITIES**

LAND USE CATEGORY	SLOPE			
	0-15%	15-25%	25-45%	45+%
RR-A With City Water Available	1 du per 4 net acres	1 du per 8 net acres	1 du per 20 net acres	No credit
Without City Water Available	1 du per 20 net acres	1 du per 20 net acres	1 du per 40 net acres	No credit
RR-B With City Water Available	1 du per 2 net acres	1 du per 4 net acres	1 du per 8 net acres	No credit
RR-C With City Water Available	1 du per 1 net acre	1 du per two net acres	1 du per 4 net acres	No credit

To compute slope the following formula shall be used:

$$\frac{(CL \times I \times S)}{NA}$$

Where:

CL = Length of Contours

I = Contour Interval

S = Scale of Map

NA = Net Area in Square Feet

DU = Dwelling Unit

Commercial

Commercial Office (CO): Office complexes are encouraged in order to provide areas where related office uses can be assembled and to avoid the proliferation of individual, isolated offices. Office complexes can serve as a transitional land use between more intense commercial or manufacturing uses and single- or multiple-family housing. Mixed-use projects incorporating housing with commercial uses may be appropriate in these areas.

Commercial Neighborhood (CN): Commercial Neighborhood areas are intended to provide limited retail business, service, and office facilities for the convenience of residents in adjacent neighborhoods and to be compatible with a residential environment. They are not designed to supplant the Commercial General uses, which are located primarily along Poway Road. Mixed-use projects incorporating housing with commercial uses may be appropriate in these areas.

Commercial General (CG): The Commercial General classification is characterized by a broad range of uses and provides locations for major retail and service businesses. Mixed-use projects incorporating housing with commercial uses may be appropriate in these areas.

Commercial Community (CC): The Commercial Community designation is intended for community, subregional, and regional commercial uses which provide a wider range of services and merchandise than found in either the neighborhood or general commercial

areas. The commercial community area also includes ancillary retail and service shops that are characteristic of the neighborhood or commercial general categories. Mixed-use projects incorporating housing with commercial uses may be appropriate in these areas.

Commercial Recreation (CR): The Commercial Recreation designation is intended to provide for relatively high-intensity recreational opportunities that may be privately owned and operated for profit. Examples of land uses which could be allowed under this category are miniature golf and family fun centers.

Hospital Campus (HC)

The Hospital Campus designation is intended to provide for various types of medical services and facilities in an integrated complex which is designed to intensively service the medical and health needs of the residents of the community. The existing inpatient hospital provides the most significant principal use. Other uses under this designation may include doctors' offices, laboratories, outpatient surgery centers, imaging centers, medical training and research facilities, mental health clinics, continuing care facilities, outpatient clinics, rehabilitation clinics, pharmacies, and other outpatient service facilities.

The area comprising a Hospital Campus may consist of one or more legal lots. The aggregate lot area of the Hospital Campus must contain a minimum of 40 acres. The legal lots contained within the Hospital Campus may be owned by separate entities. If there is a reconfiguration of the boundaries of the

lots within the Hospital Campus, which may result in a decrease or increase in the number of lots, then each of the lots shall remain part of the Hospital Campus. The Hospital Campus shall remain an integrated complex providing a variety of medical facilities and services. (Amended per GPA 93-01A)

Manufacturing

Manufacturing Service (MS): Most of the manufacturing uses in the City are expected to be located in the South Poway Business Park in the PC zone. The Manufacturing Service category will provide limited additional areas for industrial uses and is intended primarily for light manufacturing, fabrication, assembly, packaging, processing and storage in conjunction with limited retailing. The designation also allows automobile related uses, including both sales and service.

Open Space-Recreation (OS-R): The Open Space-Recreation land use category is intended for relatively low-intensity active-recreational and ancillary commercial opportunities which could be compatible with residential land uses. Examples of land uses allowed under this category are: golf courses, soccer parks, baseball fields, riding academies and stables, public and private swim and tennis facilities, and public parks.

Open Space-Resource Management (OS-RM): The Open Space-Resource Management designation is intended for lands where valuable natural resources are located. The mountainous areas, prominent ridges, riparian areas,

biological corridors, areas with geologic hazards and agricultural lands are included in this category. Limited activity, such as agriculture and non-commercial, low-impact recreation, may be allowed on lands carrying this designation with the approval of the City Council.

Planned Community

Planned Community (PC): The Planned Community designation allows a variety of land uses to occur based upon the adoption by the City Council of a specific plan. The purpose of this designation is to encourage comprehensive land planning of large contiguous areas so that parcel-specific issues can be addressed with creative solutions.

There areas are currently designated Planned Community. They are Rancho Arbolitos, South Poway and Old Coach. Rancho Arbolitos includes only single-family homes. The Old Coach area has been approved for estate single-family homes and a 27-hole golf course with club house. The distribution of land uses in South Poway is shown on Figure III-1.

Public Facilities

Public Facilities (PF): The Public Facilities designation is intended for lands containing privately and publicly owned facilities serving the needs of the general community. These include the schools, school district headquarters, fire stations, water treatment facility, City Hall and other similar uses. (Amended per GPA 93-01A)

Overlays

Affordable Housing Overlay Designation (AH): In order to provide for adequate affordable housing sites in the community, the AH overlay designation is established and may be attached to property within any land use category, including non-residential categories, but not including the Open Space Resource-Management category.

A specific plan must be prepared for each area carrying the AH designator. These specific plans may allow residential development at residential densities up to 25 dwelling units per acre and must specify the income group or groups being targeted by each allowed density. The specific plan must also include conditions under which the parcel may be developed at the higher densities, including guarantees of affordability to the specified income categories and any design criteria necessary to ensure compatibility with surrounding development.

Properties carrying the AH designator may be developed either according to the underlying zoning or once the specific plan is adopted, as affordable housing according to the criteria set out in the specific plan. Development at the higher density may only occur after the specific plan is adopted.

Prominent Ridgeline (PR): This overlay is established for the protection of ridgelines with special significance to the community. Development is not permitted on these areas.



LEGEND

R	Residential
OS	Open Space
IP	Industrial Park
LI	Light Industrial
C	South Poway Commercial

South Poway Planned Community Land Use Map

Figure III-1



COMMUNITY DESIGN ELEMENT

Poway is a rural community that has never lost sight of its beginnings and history. Upon incorporation, the City adopted as its official theme, "The City in the Country." Results of community surveys in 1981 and 1988, as well as public forums in 1990 and 1991 soliciting input for the general plan update, have indicated a desire on the part of an overwhelming majority of the City residents to retain the rural, country-like atmosphere.

The past physical development of Poway has not always supported the residents' rural image. As an unincorporated community, Poway had no consistent design theme and therefore, became a mixture of different and often conflicting architectural, aesthetic and planning styles. Many of the unique natural resources were destroyed by uncoordinated development. With the advent of local control, the City has now established community design guidelines to ensure that new development and redevelopment will support and complement the rural image of Poway.

The primary purpose of the Community Design Element is to promote ways in which the planning, design and construction of the built environment can be compatible with the community's desire to maintain a rural image, character and atmosphere. The underlying premise is that, as development alters the physical environment, these alterations should be

made with community goals in mind. It becomes the community's role, through the City government, to require the consideration of local standards for harmonious design. Community design is the synergistic effect of the needs of the developer for a financial reward for his efforts, the social satisfaction of the buyer or user, and the implementation of community-supported design programs.

The Community Design Element outlines a standard to be achieved and a preferred method of achieving that standard; however, other methods may be found acceptable so long as the defined goals and policies are met.

COMMUNITY CHARACTER

Over a span of many years, Poway has progressed through several periods of physical growth and change. Beginning as a relatively isolated farming community, the population remained virtually static from the 1880's until the early 1950's; however, after 1960 there was a rapid increase in growth that leveled off about 44,000 in 1990.

During the last 30 years the physical appearance of Poway has been dramatically altered. This is particularly true of Poway Road, which is the major thoroughfare and business district. Even with all the physical changes, the strong desire of the community to retain the

rural character has remained constant over the years.

While Poway Road may be described as Poway's spine, its heart is the Old Poway area. This will be enhanced in the coming years through implementation of the Old Poway Specific Plan including completion of the Old Poway Park and development of the commercial area with specialty retail stores. Old Poway embodies the spirit of heritage along with the hope for the future.

Included in Poway's rural atmosphere are both natural elements - the hills, creeks, vegetation and wildlife -- and the elements brought here by past and present residents -- structures, roadways, cultural and social events and the rural lifestyle.

RURAL ATMOSPHERE

Poway's small town character is not something that can be easily identified. During the public work sessions held as part of the General Plan update process, residents were asked to define what "rural" meant to them. The answers fell generally into two categories. The first of these dealt with the physical environment where the existence of open space, especially undeveloped hills, was the most often mentioned feature. The second category involved the more human aspects of the community and included a wide range of factors including events such as Poway Days, responsive local government, a sense of being involved with the community and knowing neighbors and local retailers.

NATURAL ENVIRONMENTAL FEATURES

An important part of Poway's image is defined by the natural environmental features that are present, including the mountains, creeks and channels. Each of these contribute to the feeling of open space and the country-like image.

The mountains that surround Poway on the north, east, south, and west are important features in two aspects: they are natural boundaries to development in adjacent jurisdictions and they are significant visual features. The open space in the mountainous area of Poway looks much today as it did a century ago and serves to remind local residents of Poway's beginnings.

In order to protect the hillsides, strategies relating to grading and structural design in hillside areas have been included in the General Plan. For purposes of these regulations, areas with natural slopes under 15 percent are not considered hillsides, unless they are on prominent ridgelines. Areas with slopes from 15 to 25 percent may require special hillside grading, architectural and site design techniques. For areas with slopes over 25 percent, only limited, if any, grading will be allowed. Development is discouraged on portions of lots where the slope exceeds 25 percent.

The creeks and channels that begin in Poway's eastern mountains and cross the valley floor are also significant elements of Poway's rural image. While the creeks attracted early settlers to the valley as a source of irrigation water, today they serve as potential linear open

space areas within the developed portion of the City. Some segments of the creeks remain unaltered and provide a natural setting adjacent to developed residential areas. The creeks and channels also provide prime examples of native vegetation such as oaks, sycamores and other wetland species. Through maintenance of the major creeks and channels as flood control devices, the City has been able to preserve some of the original character of Poway in the center of development.

The remaining important natural features are the biological resources associated with open space. Because the City is 50 percent undeveloped open space, much of the vegetation and wildlife has remained untouched. The proximity of these natural areas to the developed area of the City contributes to Poway's unique character.

MAN-MADE FEATURES

While many California communities have substituted an urban environment for their rural beginnings, Poway residents have sought to protect what remains of their roots and have worked to enhance them. Poway's historical background as a small, isolated farming community is a very important feature of the City's small town image.

For most of the community's existence, land development in Poway supported the scattered village image. The older areas of Poway were developed as large lot homesites where homeowners raised livestock on their individual lots. Later developments in the foothill areas such as Green Valley, High Valley and Espola

Road near the Twin Peaks Road area were rural residential neighborhoods with custom homes on large lots.

However, suburban development in the 1970s began to encroach upon the community's rural image. Smaller lots, the development of large tract home projects, the expanding commercial strip, and centers which embodied highway-oriented patterns of land development rather than a community downtown were indicative of the new suburban development pattern. This trend continued after Poway gained cityhood in 1980.

In recent years there has been a return to the small town image in land development. Examples such as the Poway Town and Country Center and Oak Knoll Center located along Poway Road, and the Poway Post Office along with the Old Poway Park and commercial area on Midland Road illustrate that the rural image can be enhanced and utilized in a wide range of land development projects.

Other man-made features that support the small town image of Poway are in the area of public facilities. Circulation in Poway is accommodated on local roads and arterials of varying widths rather than on freeways. Plans for freeways through Poway were adopted by the County of San Diego prior to incorporation, but have been deleted by the City of Poway.

An example of public facilities enhancing the rural image is in the area of flood control and drainage. The creeks and channels are an important natural

element and have been preserved through flood hazard management policies other than concrete channels. In some instances it has been necessary to widen flood channels in order to accommodate peak storm flows; however the channels have been revegetated with native plant species wherever possible. An outstanding example of this was the Poway Creek widening and improvement project in the area between Community and Midland Roads.

In summary, Poway's small town character can be described as the balance of the natural environment of the City with its physical development during the last century. The next section addresses how this definition can be translated into a community design program.

COMMUNITY DESIGN THEMES

The process of translating the features of Poway's character into community design includes both real and abstract concepts. Some features will be included in the community design process without alteration. This would include preservation of natural features such as open space areas, creeks and ridgelines. Recognition of man-made features such as historic structures or rural roads is also part of the process. Conversely, much of the process is abstract or symbolic. For example, because new construction cannot use many of the materials used to construct rural buildings in the past (for both cost and public safety reasons) substitutes must be used that simulate these rustic

materials. Rough-sawn wood simulates the texture of a hand-cut and finished construction element much more than a planed and finished length of pine would. Concrete split-face block simulates rock or stone more than smooth masonry block would and earthtone colors (shades of tan and brown) are more natural than bright colors.

Site planning and architecture should enhance the City's desired character. The Community Design Element is designed to achieve a balance between the preservation and enhancement of the City's small town image and the need for flexibility that encourages creative solutions.

While most community design issues are relatively specific in nature (i.e., use of materials, color and size), some are very general. These general issues primarily address city-wide aspects of design such as methods to enhance the small town character of Poway through natural resource preservation or the continuation of low-profile building scale.

RURAL AND SINGLE FAMILY RESIDENTIAL DESIGN

Rural and single family residential dwellings in Poway comprise about 80 percent of the homes in the City. The design of rural residential areas should be based upon policies that seek to preserve the natural features of the area and minimize disruption of the natural contours and vegetation. Generally, custom homes will be constructed in rural residential areas. Where tract homes are built, the homes should simulate custom home development in every way possible

and encourage variety to avoid a uniform suburban appearance. Also, the most efficient use of private open space is considered very important.

MULTIPLE FAMILY DESIGN

New multiple family housing in Poway should be designed to integrate with existing neighborhoods and blend well with the City's rural character. This can be achieved by the use of appropriate architectural detail and by limiting the size of structures. Residential Condominium projects are encouraged to use zero-lot line, patio-home or townhouse style construction. Residential apartments may be either townhouses or flats. Generous open space and adequate amenities should be provided.

COMMERCIAL DESIGN

Commercial activity in the City is primarily located along Poway Road. The Poway Road commercial area has developed over several years and different generations of physical design are readily visible. Some of the design meets the General Plan design standards and is aesthetically pleasing; however, much of it is less attractive with various design elements competing for a limited visual space. The Community Design Element seeks to establish a unified design theme for commercial activity in the City and particularly commercial activity along Poway Road.

Site Planning: Commercial site planning is a process requiring the integration of several variables. It involves the location, placement, relationship and design of all site

elements including buildings, parking areas, access, landscaping and public spaces. These elements must be continuously interrelated.

In the past, Poway's commercial areas were not developed under a unified site planning concept and future redevelopment or new projects should strive to improve long standing problems. Greater emphasis should be placed upon improving the planning of individual and combined sites as the best method for creating a viable, revitalized Poway Road commercial area.

Architecture: While site planning, landscaping, and parking are important to a visually aesthetic site, it is the structures themselves that actually dominate the appearance of a commercial area. A unified design theme of shape, size, color and materials will greatly enhance the commercial areas of Poway.

Distribution of Uses: There are currently few focal points or high activity areas along the 3.5 mile Poway Road commercial strip. Guidelines contained in this element direct future efforts to consider: (1) the need for a balance between commercial activities and the present and future population of the City; (2) the reaffirmation of Poway Road as the principal commercial area; (3) the establishment of focal points and a central commercial area; and (4) the impact of signs on the viability of commercial activity areas. The implementation of these "image" guidelines establish a framework for community commercial design and revitalization.

Two focal points which exist separate from the Poway Road corridor are the Old Poway Historic District along Midland Road and the medical office district surrounding Pomerado Hospital. These two districts will continue to develop independently since their focuses are each specialized and well defined.

HOSPITAL CAMPUS DESIGN

The architectural theme of the Pomerado Hospital Campus area should continue to reflect the rural natural of the surrounding hillside area. Future development of the Campus should maintain the open suburban atmosphere as the prevailing common theme. The exterior pattern and coloring of the buildings should incorporate earth tones of the surrounding natural setting and be consistent with a "Santa Fe" Southwestern style of architecture. In substance, the overall appearance of the Campus should preserve the high quality visual environment which is pleasing to the passerby as well as the user. (Amended per GPA 93-01A)

MANUFACTURING DESIGN

The primary purpose of design guidelines in manufacturing areas is to lessen the visual and acoustical impact of production and storage. To this end, guidelines for building design should be oriented toward the function of the building rather than form. Landscaping should be used as a transition between the primary use and adjacent areas; solid screening should be used to hide unattractive areas or reduce adverse noise conditions.

In 1983, Poway had only service manufacturing uses such as light production, fabrication, or storage. These uses were located on the east end of the Poway Road business district. Since that time, development of the South Poway Business Park in South Poway has begun. This area contains manufacturing, warehousing and distribution, research and development, and administrative facilities in a park-like setting.

ENERGY CONSERVATION ELEMENT

Every Poway resident and business owner is an energy consumer. In this respect, they are no different from the citizens of similar communities elsewhere in California and the United States. Direct and indirect energy consumption patterns affect all aspects of our daily lives.

Direct energy consumption includes the use of energy to heat or cool structures, operate motor vehicles, cook, provide light and communicate. Transportation utilizes a significant portion of our available resources. It is within the direct energy consumption categories that the City can do the most to promote energy conservation and to reduce the City's reliance upon traditional energy resources.

Indirect consumption, such as the manufacturing of materials or goods is a less obvious form of energy use. For example, home construction uses energy for the production and transportation of building materials as well as for on-site construction.

The City of Poway can commit itself to greater energy efficiency by implementing strategies which will reduce the City's reliance on non-renewable sources of energy. Land use, transportation and construction decisions should consciously consider current energy issues and should reasonably utilize locally available energy resource alternatives.

The escalating costs of personal energy consumption, and the ever-decreasing availability of some of the vital sources of fuel, reinforce the critical need to increase our efficiency in the use of energy. To some extent, energy conservation is an individual responsibility; that is, personal efforts to minimize energy use will prove more effective and less costly than will a complex system of government regulation.

LOCAL FOCUS

Just the decision to concentrate fiscal and human resources on energy technology does not guarantee results. The initial policy statement for energy awareness should be supported by a set of energy guidelines for both residential and non-residential use. Above all, there is a need to relate local energy objectives to all elements of the General Plan. Land use and circulation patterns are very much a by-product of the various levels of energy self-sufficiency achieved by preferred lifestyles.

The foundation of this Energy Conservation Element is based upon obtaining the following types of information:

- Identification of how conventional energy resources are supplied and the problems associated with this supply system;
- An evaluation of how energy is consumed in the community;

- An assessment of how the reliance on conventional energy resources can be reduced by greater energy efficiency and the development of local resources such as solar, wind, hydro, alcohol, fuels and geothermal resources; and
- Policy recommendations for promoting energy conservation and the use of renewable resources.

Poway currently imports virtually all of the non-renewable energy consumed. Non-renewable energy is derived from sources where the supply is finite and will either be unavailable or in short supply in the long-term future. Since these non-renewable resources are imported into the City from either domestic or foreign sources, their cost and availability will depend on factors and events well beyond the control of the community. Equally important is the reliance on imported energy resources which represents an outflow of dollars from the community, only a portion of which returns to the City in revenue to local government, wages and salaries to local residents or profits and dividends to local businesses and stockholders.

According to information from utilities and to common energy use estimates, the largest components of energy consumption are:

- Transportation (gasoline and diesel fuel);
- Energy conversion and transmission bases; and
- Residential natural gas and electricity.

The largest components of household energy use are automobile transportation, home heating, air conditioning and domestic water heating. Because of the large amount of energy waste involved in electric power generation, savings at the user end also result in savings in conversion and transmission.

To be most effective, City policy should concentrate on those areas where the greatest amount of energy can be saved and in areas where the local jurisdiction is the most appropriate strategic level.

ENERGY CONSERVATION MEASURES

Recognizing that the automobile will continue to be the preferred mode of personal travel for the foreseeable future, and that this trend depletes vast amounts of energy in addition to consuming materials to build cars and roads, Poway should actively pursue the development of an efficiently designed circulation system. Traffic flow on major roads can be enhanced by the installation of signal synchronizers and/or a signal interconnect system. Adjoining commercial areas should be oriented to facilitate pedestrian and bicycle movement. Major employers should be encouraged to assist employees in establishing car or van pooling programs.

Single occupant vehicle trips and multiple service trips can be minimized by making appropriate development decisions. Greater density development in the

southern area of the City, particularly on Poway Road, would save energy and be a more efficient use of the available land. Additionally, increased densities along Poway Road would reduce travel time to local shopping, recreation and entertainment establishments.

The major opportunities for energy savings for a family lie in saving auto miles traveled and in reducing space heating and cooling loads for their home.

Major strategies to accomplish this include location of the living place near work, shopping and cultural/leisure activities; use of alternative transportation to make these trips; and construction of energy-efficient homes. Similar opportunities for savings also exist in the commercial and industrial sectors.

At the same time, new energy sources can substitute for existing, non-renewable sources in some applications. Solar energy and use of alternative motor vehicle fuels and stationary boiler fuels are examples of alternative energy use. Passive solar building design, passive and active solar system installation, cogeneration, improved circulation system facilities and design, management of City energy usage and the monitoring and distribution of energy information are all methods the City can implement to reduce total dependence. Achievement of greater energy self-sufficiency will also require the more efficient use of non-renewable energy resources.

Single-family detached dwellings have a higher heat loss per square foot of floor area than individual dwellings in

condominiums, townhouses, semi-detached dwellings and units in apartment buildings. The reduction in the ratio of exterior wall area to horizontal floor area (which, excluding curved surfaces is lower for a simple square floor plan) also reduces energy/heat losses. Thus a one story house of rectangular or "L" shape has the same heat loss as a two story square layout house. In both cases, walls and ceilings are insulated. The use of "H" or "T" shaped floor plans results in even higher heat losses compared to the square layout. Insulation in floors, walls, and ceilings makes a large difference in heat loss and heat gain. A well insulated Poway home has little need for air conditioning on most warm-weather days. The use of insulation with effective thermal resistance designation R-19 in ceilings and walls with R-11 in floors will considerably reduce annual heating and air conditioning costs.

For slab-on-grade houses, edge insulation reduces heat losses from the interior. If perimeter heating ducts are used under the slab, even greater heat losses will be avoided by using edge insulation.

Insulated thermal windows can further reduce interior energy loss, as can use of storm doors and sealed fireplace flues to reduce air infiltration, and of light exterior colors to reduce solar heat gain. Summer heat gain can be minimized by locating ventilating windows to capture gentle sea breezes.

Household water heating systems should be designed and plumbed for passive solar connection at the time of

construction. Existing houses using all-electric utilities should be evaluated for solar system retrofits at the time of sale.

In general, patio covers and an eave overhang of 24 to 32 inches will shade exposed southerly walls, windows and decks from the direct rays of the summer sun. In the winter months, the low azimuthal path of the sun (closer to the horizon) allows some of the sun's rays to penetrate under the eaves and provide a desirable heat gain. A general north/south orientation of the single-family home will provide the optimum solar radiation and energy efficiency. To reduce solar heat gain, it is thermally advantageous to use more glazing in southeast, south and southwest exposures and shade these openings by trees, shrubs, awnings and eave overhangs.

The selective thinning of trees and other vegetation around a homesite can take advantage of the trees ability to shade the house and to reduce and redirect prevailing winds. The planting of evergreen trees on the northeasterly exposures acts as a barrier to strong Santa Ana wind conditions. Deciduous trees on southerly exposures shade the building in the summer; yet upon dropping their leaves in winter, allow solar heat gain. Shrubs, trellises and hedges should be carefully planned to provide natural wind breaks for building entrances. Air conditioner condensers must be located in shaded areas with plenty of natural ventilation.

Energy can be conserved through the careful selection of the building site and

design of the home. Development within canyon areas should be avoided because of the stronger wind patterns that focus warm winds up the canyon during the day and drain cool breezes back at night. Living areas of the home should be oriented to the south for winter warmth and temperate solar heating. Storage or inactive spaces should be located on the more climatically exposed sections.

State imposed Title 24 Energy Regulations for room additions and new residential construction could effectively realize as much as a 65 percent consumption savings in a typical pre-regulation detached dwelling unit. The regulations vary according to 16 climate zones. Poway is in climate zone 10. Many mandatory energy efficiency features have to be incorporated into construction in most climate zones under the new regulations.

Poway recognizes that it is a significant regional energy consumer and acknowledges and supports regional efforts to reduce non-renewable energy consumption. Cooperation and active participation in the discussion of current energy issues will bring insight to the City and encourage better relations between jurisdictions.

The installation of a passive solar system is currently the most effective method to reduce the costs of heating domestic water supplies, water for clothes washers, cooking and cleaning dishes in houses which do not have natural gas service. Table III-4 indicates that in Poway there are 2,219 all-electric SDG&E residential accounts and 1,188

**TABLE III-4
POWAY ZIP CODE
92064
UTILITY ACCOUNTS**

	<u>Residential</u>	<u>Commercial</u>
Electric	13,830	1,638
Gas	8,086	450
Electric Only	2,219	1,188

Source: SDG&E, February 1983.

all-electric commercial SDG&E accounts. Solar retrofits are encouraged for both residential and commercial consumers.

Cogeneration provides a unique opportunity for major commercial, industrial and multiple family residential projects to sell energy back to SDG&E. Under specific conditions set by SDG&E, waste heat from electrical generation is recaptured and used on-site for heating, absorption air conditioning, process use or to generate steam. A second type of cogeneration system uses low-pressure steam that is normally wasted in high-pressure steam production. In 1982, Poway's Franciscan Inn (now Poway Country Inn) installed a cogeneration system which was designed to meet its domestic and swimming pool heating needs. In 1988, the Pomerado Hospital installed a cogeneration and thermal energy storage system designed to reduce power purchased from SDG&E and over-all utility costs. Poway should continue to encourage the business community to explore a variety of

individual or joint venture applications of this technology. (Amended per GPA 93-01A)

Where appropriate, Poway should encourage the development of alternative energy technology businesses which generate employment opportunities in the City. A high priority should be given to those programs which provide jobs and other economic benefits within Poway.

REGIONAL FOCUS

Poway has the ability to participate in regional energy conservation planning. San Diego Association of Governments' "Regional Energy Plan Update" cites the following four goals:

- Ensure that the region's energy demand is based on the most efficient use of energy possible and that energy supplies are reliable and sufficient to meet the economic and social goals identified in the Regional Comprehensive Plan.
- Minimize the energy expenditures of the region's households, businesses, industries and public agencies.
- Minimize negative environmental effects of supplying and using energy.
- Minimize the consumption of non-renewable resources in supplying and using energy.

It was estimated that the regional overall energy strategy could result in net consumer savings of over \$9 billion

(1982 constant dollars) by the year 2000.

If fully implemented, the regional overall energy strategy has the potential to save about 40 percent of annual natural gas consumption and 17 percent of annual electricity consumption in 1990 and 2000. The recommended overall energy strategy also has the potential to meet growth in peak electricity generation capacity needs and almost completely eliminate the need for expensive oil and natural gas-fired electricity generation. Transportation tactics incorporated from the 1980 Regional Transportation Energy Plan recommendations can save three to five percent of annual motor vehicle fuel consumption.

GOALS, POLICIES AND STRATEGIES

The goals, policies and strategies shown below are those that relate directly to issues discussed in the Community Development master element. The various elements of the General Plan are intended to be consistent with each other and should be interpreted to be consistent. Goals and policies contained in other elements will also support those included here. A complete listing of all goals, policies and strategies is contained in Section II of this General Plan.

GOAL I. IT IS THE GOAL OF THE CITY OF POWAY TO PRESERVE POWAY'S UNIQUE AND DESIRABLE CHARACTER AS "THE CITY IN THE COUNTRY" AND TO MAINTAIN HIGH QUALITY DESIGN AND ENVIRONMENTAL STANDARDS IN ALL NEW DEVELOPMENT AND REDEVELOPMENT.

Policy A - Streetscape

Seek to develop an attractive streetscape which reflects the rural, small town character of the City.

Strategies

1. Streetscape design should encourage an aesthetic roadway area that integrates street hardware, signs, lighting, landscaping and pedestrian access.
2. Screening such as solid walls or fencing should principally serve as a device to restrict visual and acoustical impacts, but should also be designed to enhance the streetscape.
3. Where trees are now encroaching into the public right-of-way, the City shall establish a program that plants replacement trees in anticipation of removal of existing trees.
4. Entry statements including landscaping and signs displaying City name and relevant information should be located within the median at selected entry points to the City.
5. All utilities, except electrical lines carrying more than 34.5 KV, should be located underground.
6. Covenants, conditions and restrictions (CC&Rs) shall be adopted for all new subdivisions which require appropriate use and maintenance of lot areas which are visible from off-site in order to protect and enhance the character and image of the City.

Signs

7. Signs should balance the need for identification of the business with the maintenance of the rural character of the City.
8. Signs should be coordinated with the design of the building or center.
9. The location of signs should consider visibility, location, sight distance and integration with overall site design.
10. Signs should use complementary colors and be coordinated with the design of the building or center. Sign height and size should be consistent with the low profile nature and scale of buildings that are characteristic of Poway's rural character.
11. The location of freestanding signs shall be integrated with other site planning elements, particularly building location and orientation, landscaping and access points.
12. Signs and landscaping should be provided at the major entry to residential neighborhood areas based upon the following guidelines:
 - Signs shall be low-profile, not to exceed four feet in height from the adjacent grade;
 - Signs should be made of materials compatible with the type and style of the residential units within the neighborhood;
 - Signs in planned communities and developments should be compatible in form, hierarchy and graphic display;
 - Landscaping shall be characteristic of the landscaping provided within the residential area.
13. Signs shall not distract drivers, obstruct visibility or otherwise interfere with the safe operation of vehicles or with pedestrian safety.

Policy B - Subdivision Design

Subdivisions should be designed to ensure that future land development supports the goals of the General Plan.

Strategies

1. New development should be of a density and design compatible with surrounding, existing development.
2. Lot sizes and shapes should allow for properly spaced buildings, provide areas for landscaping and reduce conflicts between incompatible land uses.

3. Lot size and spacing should encourage a variety in the design, orientation and placement of structures.
4. Residential neighborhoods are encouraged to include an entry statement and exterior walls along arterial roadways.
5. Lot sizes and shapes should follow a rectangular pattern with a lot depth to lot width ratios between 2:1 and 3:1.
6. Lot widths and depths should be varied where feasible.
7. The use of rural residential flag lots is encouraged where necessary to reduce land alteration for roadways.
8. Lots less than 8,000 square feet in area should utilize more uniform rectangular lot configurations. Lots in rural residential areas where there is more slope should be designed to follow the natural contour, minimize land alteration and be consistent with the City's hillside development criteria.
9. Within the High Valley area (boundaries on file at the Planning Services Department) the following criteria shall apply:
 - two net acres shall be the minimum lot size;
 - all lots prepared for division less than eight net acres in size shall include a minimum of one contiguous net acre building site with an average slope of less than 25 percent; and
 - the building site shall be logically located in regard to access consistent with City ordinances and policies and the preservation of significant natural resources such as watercourses, significant tree stands, rock outcroppings or ridgelines.
10. No existing, legally subdivided parcels shall be deemed nonconforming by virtue of the slope requirements in the rural residential land use categories.
11. Significant existing natural resources shall be incorporated into the design of new projects rather than removed. These shall include, but are not limited to, large mature trees, sensitive biological habitat and vegetation, streams, steep hillsides, major rock outcroppings and archaeological and historical structures.
12. Whenever possible the City shall require that all residential lots in rural areas have local feeder trails.

13. Within the rural residential land use categories, lot averaging is encouraged where it will preserve areas of unique topographic features, riparian woodlands, or other significant open space areas of community importance. The following guidelines shall apply:
 - Lot averaging shall not result in an increase to the overall density of the subdivision. The project proponent shall clearly demonstrate, through submission of a conventional subdivision design, that the proposed number of lots could be created without lot averaging;
 - The number of lots allowable shall be calculated based upon the average and individual slope criteria and minimum lot size formula;
 - Open space areas to be preserved shall be included as separate lettered lots which shall when appropriate be dedicated in-fee to the City;
 - Other than dedicated lettered open space lots, no lot may be created which is smaller than the minimum for the zone;
 - Lots created as a result of lot averaging may not be further subdivided.
14. Proponents may be required to prove that a lot requested for subdivision was not created as a result of lot averaging.
15. Developers shall be required to employ proper site planning so as to minimize the amount of grading needed for development and utility construction.
16. Development sites and associated roadways should be oriented to follow the natural terrain to maintain landform integrity.
17. Development should be concentrated in the least environmentally sensitive locations in order to preserve open space, retain natural vegetation and protect natural, cultural and historic features.
18. Development should be sited to avoid potentially hazardous areas and environmentally sensitive areas such as land known to contain large concentrations of Friars Formation, landslides, faults and valuable biological resources such as riparian corridors, mixed chaparral and coastal sage scrub.

Policy C - Site Design

Attractive, efficient site design shall be required of all development.

Strategies

1. The layout of a site should consider the planning of adjoining parcels to ensure visual and functional compatibility with surrounding development.

2. Building orientation in multiple-family housing should consider indoor and outdoor privacy, noise, solar access and overall aesthetic appearance.
3. Outdoor public spaces with seating areas should be integrated into the site design of commercial centers to provide a pedestrian-oriented commercial area. Other public spaces such as small amphitheaters may be integrated into larger commercial centers to provide entertainment and attractions.
4. Restaurants in commercial centers should provide outdoor eating areas where possible.
5. Buildings should be oriented to maximize southern exposure to large window areas to encourage passive solar heating in the winter months.
6. Existing live trees shall be retained unless found to be in a seriously declining or dangerous condition. All mature trees removed as a result of development shall be replaced as required by the City's tree protection ordinance.
7. For all multi-family, commercial and industrial projects, front setback areas shall be landscaped with a combination of trees, shrubs and ground covers to help soften the appearance of structures and define pedestrian paths and the site area.
8. Structures should be located, oriented or designed to avoid general views from the street of long linear buildings.
9. For multi-family, commercial and industrial developments, all auxiliary structures such as trash enclosures, kiosks, utility boxes and storage buildings shall be located outside of the front yard area. All auxiliary structures and mechanical equipment shall be screened from view by architectural projections, solid walls, fencing or landscaping. Accessory buildings in single-family neighborhoods shall be set back from rear and side yard property lines so as to not detract from the value of adjoining properties.
10. Mailboxes should be located where they are readily accessible to all served and where they do not reduce the area of the sidewalk or interfere with its use.
11. For commercial and industrial projects, the site plan should consider the feasibility of cooperative agreements for parking and access.
12. Walkways, landscaping, building and driveway design shall be coordinated to improve the line-of-sight for pedestrian and vehicular travel.

13. All loading and storage areas shall be adequately screened from view from the street and adjacent residential areas.

Hillside Developments

14. Prominent ridgelines and hilltops shall not be built upon.
15. Buildings should be sited so as not to project above the natural landform when possible.
16. Intermediate ridges and hilltops shall be preserved in a natural state to the maximum extent possible. Development on intermediate ridges shall only be permitted in association with the preservation of significant open space, habitat, tree and rock outcroppings, unique geographic features and/or cultural or agricultural uses within the same project. Open space proposed for dedication to the City should perform multiple functions such as view maintenance, resource protection and hazard avoidance.
17. Driveways shall be designed to avoid cuts or fills in excess of ten feet in height and at no greater than 2:1 inclination.
18. For projects with slopes of 15 percent or greater, a visual impact analysis shall be prepared to determine the most suitable location(s) for the building pad(s).
19. The maximum allowable area of the lot that may be graded for driveway, residence and accessory functions is determined by the degree of average natural slope as follows:

<u>Slope</u>	<u>Graded Area</u>
0 - 14.9	Entire lot
15 - 19.9	50% or 35,000 sq. ft. whichever is greater
20 - 24.9	20% or 25,000 sq. ft. whichever is greater
25+	10% or 20,000 sq. ft. whichever is greater

* Sensitive biological or other environmental constraints may require the application of stricter standards.

20. Hillside development should vary the location and design of structures, landscaping and access to give a more natural appearance and should be designed to follow the natural contour of the land and to limit land alteration.
21. Where construction is proposed on portions of lots where the slope exceeds 15 percent, the use of custom homes with multiple foundation levels is encouraged.

Where construction is proposed on portions of lots where the slope exceeds 25 percent, the use of custom homes with multiple foundation levels is required.

22. Building pads, driveways, roads and structures, including recreational courts and accessory buildings in hillside areas shall follow and not significantly alter the natural contour of the land.
23. Natural vegetation shall be preserved where feasible; clearing should be limited to access roads, homesites and fire break buffering. Where visible slopes are created adjacent to areas of natural vegetation, similar plant materials shall be introduced for erosion control and to mitigate the visual impact of land alteration.
24. A brush management plan shall be required before clearing of native vegetation for any reason including fire control.

Single-Family

24. Front yard setbacks should be varied to discourage a monotonous line of buildings each the same distance from the street.
25. Side yard setbacks shall also be varied to create greater solar access, provide more useful private open space in side yards and avoid a monotonous pattern of houses.
26. Houses may be placed at zero side yard setback on lots of 10,000 square feet or less. A minimum 15 foot side yard shall be provided on the remaining side.
27. Solar access for each residential dwelling shall be provided in structure placement and location.
28. At least 25 percent of all lots within a subdivision shall provide sufficient side yard area and setbacks for recreational vehicle parking.
29. Private open space should be provided adjacent to dwelling units.

Policy D - Grading

Necessary grading should be done so as to minimize the disturbance to the site and the environmental and aesthetic impacts.

Strategies

1. Mass grading of custom residential subdivision lots in hillside areas is prohibited.

2. Grading in hillside areas shall leave rounded-off, natural appearing slopes and shall use a variable slope ratio instead of manicured cut-and-fill areas. Grading shall be limited to that required for building pad placement and for driveways and utility lines.
3. To the extent possible, cut slopes should be concealed by the structure.
4. All exposed graded slopes shall be revegetated with plant materials compatible with surrounding vegetation.
5. Land should be graded and landscaped in workable increments to avoid exposing expanses of bared earth at any given time.
6. Topsoil removed during grading should be retained and replaced on the landscaped areas of the building site to minimize the grading and removal of top soil from other locations.
7. Long-term erosion shall be controlled by vegetation replanting or erosion control materials as well as the installation of proper drainage control devices where necessary.
8. Soils having a high or moderate permeability capacity or rate should be left in their natural state to reduce run-off and encourage groundwater recharge.

Policy E - Interior Circulation and Parking

Adequate, safe and efficient on-site circulation and parking areas should be provided for vehicles, which do not conflict with pedestrian areas or visually dominate the appearance of the development.

Strategies

1. Decorative paving is encouraged in parking areas to direct traffic flow, delineate pedestrian areas and provide visual relief from large areas of asphalt.
2. A minimum of two garage parking spaces shall be provided for each single-family residential unit. Recreational vehicle parking shall be located adjacent to the driveway and outside of the front yard or within a fenced rear yard.
3. Parking areas shall drain so that storm and surface water will not be concentrated across sidewalks.
4. Internal access and flow in parking areas shall be safe, well marked and take into consideration the safety of the pedestrian.

5. Motorcycle and bicycle parking areas are encouraged.

Multi-Family Areas

6. Adequate parking for multi-family housing shall be provided based upon the number of bedrooms in individual units. Parking areas shall be located outside of the front yard setback in the side or rear yard.

Residential Apartment units shall be provided with parking according to the following guidelines:

- 1 bedroom: 1 covered and .50 uncovered
- 2 bedroom: 1 covered and 1.25 uncovered
- 3 bedroom: 1 covered and 1.75 uncovered

Residential Condominium units shall be provided with parking according to the following guidelines:

- 1 bedroom: 1 garage and .75 guest
- 2 bedroom: 2 garages and .75 guest
- 3 bedroom: 2 garages and 1 guest

Guest spaces should be within combined parking areas. A minimum of two access points to an improved public right-of-way should be provided to all parking areas.

7. The creation of single access point roadways is discouraged.

Commercial and Industrial Areas

7. Access shall be to side streets rather than primary or major arterials whenever feasible.
8. Major access points to centers or groups of parcels sharing a single point of ingress and egress shall be coordinated with openings in the center median and existing or planned access points on the opposite side of the roadway.
9. The feasibility of shared parking areas and access between adjoining lots shall be considered. New development, redevelopment or modified conditional use permits shall encourage reciprocal access agreements.
10. Adequate space shall be provided for the turning movements of trucks for loading as well as for Fire Department emergency apparatus. Loading facilities shall be located in the rear of the primary structure.

11. Parking areas shall be screened by any or a combination of the following:
 - earthmounding;
 - landscaping;
 - low decorative wall.
12. For individual freestanding commercial structures, parking areas should be located to the side or rear of the building.
13. Where limited retail operations are included with an industrial use, parking shall be provided for the retail areas under commercial use standards.
14. Hours of operation for parking and loading may be limited by the proximity of residential land uses.

Policy F - Architecture

The design of buildings should be aesthetically pleasing and consistent with the City's desire to retain Poway's small town character and image.

Strategies

1. The City shall maintain appropriate legislation for full design review of all development in the City including architecture, site planning, landscaping, signing, grading and land use and zoning review.
2. Future buildings to be built in vicinity of the hospital should incorporate design elements of that structure in their planning and construction.
3. All public and private buildings, except those in the South Poway Business Park, shall be compatible with the City's small town character and image.
4. Structures shall be no higher than two stories or 35 feet, whichever is less. Exceptions may be made for architectural projections such as church steeples and freestanding clock towers and as specified in the Old Poway Specific Plan. If an addition is attached to the existing five-story Pomerado Hospital building is constructed, the addition may be as tall as the existing structure.
5. The relationship of width and height and the overall height, of a new or renovated commercial structure should be compatible with similar proportions of existing adjacent buildings.
6. Materials used in construction should have textured surfaces such as rough sawn woods, split-face block, stucco and facade brick. Excessive use of smooth surface materials such as metal, plastic and glass should be discouraged or offset by

overhangs or architectural projections. Buildings should be enhanced with complementary trim in materials such as rough sawn wood or textured veneers of stone or river rock.

7. All structures shall be of a muted color scheme, with style and texture which reflect the traditional/rural character of the community and natural environment. They shall not be bright, reflective, metallic, or otherwise visually out of character with the community or natural setting. A color palette shall be submitted as part of the site plan.
8. The size, type, color and materials of the roof should complement the size, height and shape of the building and be compatible with adjacent structures.
9. Projections and architectural details shall be used to enhance the facades of structures by providing relief and variety. Walkways in commercial centers should be covered by a structural projection such as a canopy, trellis or arcade.
10. The design, scale and materials of all new and remodeled buildings shall be compatible with surrounding structures.
11. In commercial and industrial developments, all rooftop mechanical equipment shall be completely screened from view from any adjoining street level and reasonably screened from adjoining residential areas by parapets or other roof structures.

Multi-Family Residential Development

12. Individual building heights shall be varied by the combination of one- and two-story units into a single building, through the use of different roof styles or grade variations.
13. In row-type townhouses, each unit should be varied as to setback and height to provide visual relief. Variations in facade should be provided.
14. Building entrances and windows should be enhanced by canopies, balconies, or other architectural details that complement the building design, color and materials.
15. All buildings shall have roof with overhangs designed to give a rural appearance and to block the summer sun from window areas while allowing winter sun access.
16. Front facades shall be broken up with entries or other areas recessed to avoid flat-front structures.
17. Individual buildings in the Residential Condominium zones should contain no more than six dwelling units. In the Residential Apartment zone, buildings should

contain no more than ten units each unless their design incorporates varying facades and rooflines to give the appearance of more than one building.

18. Zero lot-line homes, patio homes and town houses are encouraged in the Residential Condominium zone.

Single-Family Development

19. Residential areas should be comprised of custom homes or homes that simulate custom homes to every extent feasible. Tract subdivision construction shall conform with the following:
 - There shall be a sufficient number of exterior architectural elevation designs and interior floor plans to promote and achieve housing variety and the objective of simulating custom home development. The number of designs and floor plans shall be commensurate with the total number of residential lots in the subdivision pursuant to the Zoning Ordinance;
 - Rooflines should vary in angle and height to provide a changing profile and should emphasize the natural land forms in the vicinity and help blend the structures into the natural environment;
 - The use of side entry or rear garages is encouraged.
20. Custom homes should be constructed of textured materials and should utilize primarily earthtone colors and complementary accents in muted shades of reds, blues, greens, grays, browns and yellows.
21. Every house shall be identified by house numbers which are easily visible from the adjoining street.
22. Accessory uses and buildings should be screened from general viewing and should not detract from the desired character of the surrounding area.

Policy G - Landscaping

Appropriate and well-maintained landscaping should be used to enhance the appearance of development and to modify climatic conditions on-site.

Strategies

1. All landscaped areas shall be regularly maintained in a neat, healthy, and thriving condition free of weeds, trash and debris.
2. The use of drought-tolerant landscaping materials and xeriscape design principles is highly encouraged.

3. The front yard area of all single-family homes shall be fully landscaped. Accent paving and hardscape (including boulders, dry streambeds, patterned concrete, etc.) is encouraged provided that the predominant landscape elements are trees, shrubs and ground covers.
4. Street trees should be located to shade the pedestrian travel area but not interfere with pedestrian movement through the following mechanisms:
 - Trees used adjacent to sidewalks should have high crowns and be trimmed periodically to leave a minimum walking area at least eight feet in height;
 - Tree wells may be cut in the sidewalk if covered with an iron grating to avoid reducing the walkway area.

Multi-Family, Commercial, and Industrial Projects

5. Landscaping shall be installed according to a detailed plan, approved by the City, which delineates the species to be used, plant size, location, method of planting, irrigation details and provisions for long-term maintenance. All landscaping shall meet the requirements of the adopted City Landscape Standards.
6. Trees and landscaping within the median, along the walkway (street trees) and within commercial properties should be integrated to encourage complementary materials, locations, heights and color.
7. Landscaping materials used should complement the dominant structures in height, size and location.
8. Seating areas should be landscaped with deciduous trees to block summer sun yet permit winter sun. Deciduous trees should also be used in yard spaces adjacent to large windows on the southern and western building exposures to screen summer sun yet permit winter sun access.
9. Landscaping in parking areas shall include a minimum of one 15 gallon tree for every three parking spaces evenly distributed throughout the parking area. Large planting islands every eight to ten spaces are encouraged, rather than central planter strips between rows of parking. Landscaping in parking areas shall be dominated by trees that are maintained so as to shade the majority of the parking area

Policy H - Walls and Fencing

Walls and fencing should be provided where necessary to ensure privacy or provide noise attenuation.

Strategies

1. Solid masonry walls shall be installed to separate commercial and industrial uses from adjacent residential land uses.
2. Solid fences or walls, not less than six feet high, shall be placed along all property lines adjoining access or parking areas in condominium and apartment projects except where adjacent to another multiple-family housing area.
3. For single-family tracts, lots between 4,500 and 10,000 square feet in areas shall be provided with solid wood or decorative block fencing to enclose the side and rear lot area.
4. For all residential projects, slump block masonry walls shall be provided along arterial roadways according to the following standards:
 - Walls should be located a minimum of 15 feet behind the edge of curbs with the entire area to be landscaped and to include a sidewalk or walkway;
 - Street names shall be incorporated into return walls at each street entrance into the project;
 - The monotony of long walls shall be broken by the installation of pilasters or the periodic recessing of sections of the wall;
 - Walls which enclose the rear or side yard of a dwelling shall be a minimum of six feet and maximum of eight feet in height as measured from the highest finished grade;
 - Walls which do not enclose a rear or side yard may be between three and six feet in height.
5. All walls and fences which are adjacent to arterial roadways shall be enhanced by pilasters or offsets and landscaping shall be provided to soften the visual impact.

Policy I - Lighting

Lighting should provide for public convenience and safety but not conflict with the rural nature of the community.

Strategies

1. Areas other than rural residential areas should be provided with street lights.

2. Public and semi-public parking lots and driveways should be adequately lighted for public safety. Except for single-family homes, only low pressure sodium lighting may be used for exterior lighting between 11:00 p.m. and dawn.
3. All lighting shall be shielded and directed so as to not shine on adjoining properties.
4. Lighting placed upon the building should be architecturally integrated into the design.
5. Lighting shall be provided to adequately illuminate building entrances, access areas, parking areas, walkways and stairways.
6. Lighting for home security should generally be provided through street lighting, however, supplemental residential-type lighting may be provided for security providing that it does not adversely affect adjacent properties.

Policy J - Amenities

Multi-family projects shall incorporate amenities to ensure a pleasant living environment for the residents.

Strategies

1. Recreational amenities such as pools, spas, playground equipment, clubhouses, ball courts and turf playing fields shall be provided based upon the type of units and expected residents' recreational needs.
2. Private open spaces, such as patios or balconies, shall be provided for each unit and shall equal at least 10 percent of the floor area of the attached unit in size.
3. Laundry areas shall be provided unless provisions are made for individual laundry areas in each unit.
4. Public spaces should be located within central areas accessible to the majority of the surrounding units.

GOAL II. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER, AND IMAGE OF THE CITY.

Policy A - Certainty

The City shall strive to provide certainty in implementation of the General Plan.

Strategies¹

1. No general plan amendment, zone change, tentative subdivision map or other discretionary land use decision shall be adopted which would increase the residential density permitted by law or change the residential or open space zone or residential or open space general plan designation to a commercial or manufacturing zone or general plan designation on property designated RR-A, RR-B, or RR-C, OS-RM, OS-R or PF unless and until such action is approved by ordinance adopted by the voters of the City at a special or general election or approved first by the City Council and then adopted by the voters in such an election.
2. No change to the slope criteria and minimum parcel sizes and lot averaging provisions of this General Plan which would permit increased density or intensity of use shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election or approved first by the City Council and then adopted by the voters in such an election.
3. No change to the South Poway Planned Community Development Plan or to the Poway Municipal Code which would increase the residential density within the South Poway Planned Community shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election, or approved first by the City Council and then adopted by the voters in such an election.

¹Strategies 1, 2, 3, and 4 are derived from Proposition FF which was adopted by the voters of Poway in November 1988 and may not be changed without a vote of the people.

4. No change to the Old Coach Planned Community Development Plan or to the Poway Municipal Code which would increase the residential density or increase the commercial or manufacturing use within the Old Coach Planned Community shall be adopted unless and until such change is approved by ordinance adopted by the voters of the City at a special or general election or approved first by the City Council and then adopted by the voters in such an election.
5. All land use changes should be consistent with the desire to preserve Poway's open space.

Policy B - Distribution of Land Uses

Land uses should be distributed so as to encourage in-fill development within the built-up parts of the City, protect the integrity of existing land uses and densities and preserve the open space and rural nature of Poway.

Strategies

1. Encourage land uses and densities that are consistent with a rural lifestyle and image, including preservation of open space and development of very low density residential land uses. The density of land use shall remain primarily rural within the hillsides and remote regions of the City and suburban within the developed central community core.
2. Large contiguous areas of open space shall be encouraged throughout the City and shall not be fenced or otherwise constricted.
3. Watershed areas with slopes greater than 25 percent shall be retained in parcel sizes of 40 acres or more.
4. The majority of residential construction in the City shall be in rural residential categories. Rural residential areas shall be primarily devoted to large-lot custom home construction although in some instances tract homes that simulate custom homes may be allowed.
5. Various types of multiple family units are encouraged in order to provide greater variety in regard to design and lifestyle preference.
6. Multi-family residential land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.

7. Recreational uses (e.g., resorts, golf courses) may be allowed in rural areas providing that provisions are made for the health, safety and welfare of the users and surrounding residents and that the uses are consistent with the policies of the Land Use and Community Design Elements.
8. In rural residential areas, most uses other than agricultural and residential shall be limited to areas with natural slopes of 10 percent or less. Other uses such as hiking, and riding trails, driving ranges, golf courses and other recreational uses may be considered on steeper slopes providing that they do not significantly alter the landform. Buildings and parking lots must adhere to slopes of less than 10 percent.
9. The distribution of land uses should consider the health, safety and welfare of the community in regard to natural hazards.
10. Public or quasi-public structures (schools, churches, hospitals) shall be located in low-risk seismic or geologic hazard areas.
11. Community commercial land uses that will serve the entire community or subregion in which Poway is located are encouraged along Poway Road adjacent to existing uses of similar intensity.
12. Limited neighborhood commercial activities may be located on the border of rural residential and urban land uses.
13. Mobile home park land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
14. New urban development projects (residential areas with greater than two dwelling units per acre (du/ac), commercial and manufacturing) shall be bounded on a minimum of two sides by existing urban land uses and existing public facilities.
15. Where a commercial area abuts a residential area, the following improvements shall be made to ensure compatibility:
 - Structures shall be adequately set back from the residential property line to avoid land use impacts;
 - An eight foot high solid masonry wall shall be constructed along the residential property line, except where it is clearly demonstrated that a shorter wall will adequately protect the residential property;
 - Landscaping in the form of trees, shrubs and ground covers shall be planted within an area at least five feet wide, in addition to wall footings on the inside area of the wall.

16. It is the specific intent of the City that commercial land uses on Pomerado, Twin Peaks and Espola Roads not be substantially expanded beyond their present locations.
17. Public and semi-public uses should be located where the use is compatible with surrounding land uses, development intensity, topography and architectural style. The following provisions shall guide the location of such uses:
 - Site should be located adjacent to a Transportation Element roadway;
 - Public utilities should be immediately available to the site;
 - Sites where the public/semi-public uses can serve as a buffer between residential and other potentially incompatible use are particularly appropriate.
18. Manufacturing uses shall be located so as not to create adverse impacts on surrounding land uses and/or the City transportation system.
19. Commercial and manufacturing service land uses adjacent to residential land uses shall include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to 60 dBA.
20. Incompatible land uses shall not be made contiguous without adequate buffering and/or setbacks. Special emphasis and techniques shall be used in buffering surrounding land uses from commercial uses. In the event a question of compatibility exists between two uses or intensities, the lower intensity use shall take precedence. The City Council shall make the final determination in those areas of questionable land use compatibility.
21. Provide information on all submitted development proposals that may affect student enrollment to the Poway Unified School District (PUSD) for review in light of their planning goals. The City shall provide the PUSD with regular reports of building permit activity.

Floodplains and Floodways

22. Land within the 100 year floodplain should be designated for low density residential or open space uses.
23. Structures which do not conform to Poway Flood Hazard Management standards must be brought into conformance with these standards if reconstruction, rebuilding or repairing made necessary by damage will exceed 50 percent of the reasonable replacement value of the structure prior to any damage.
24. Critical emergency uses (hospitals, fire stations, police stations, public administration buildings and schools) shall not be located in flood hazard areas.

25. Development within the 100 year floodway is prohibited.
26. Development in the 100 year floodplain may be approved if the following conditions are met:
 - All structures, both permanent and temporary, must be raised one foot above the 100 year flood level;
 - Information certifying the 100 year flood level must be submitted by a qualified civil or hydrological engineer;
 - All-weather access must be provided to all developments for divisions of land residential units, commercial buildings, manufacturing buildings or public buildings;
 - Information certifying that no upstream or downstream changes to the 100 year floodplain will occur must be submitted by a qualified civil or hydrological engineer.
27. For purposes of land division, floodway areas shall not be included in the calculation of net area.
28. To prevent increased flooding within Poway, all new land divisions and commercial developments shall be reviewed to determine the feasibility of storm drainage detention. Should the project increase the storm drainage runoff by ten percent or more, the differential storm drainage runoff shall be detained to the satisfaction of the City Engineer. This does not preclude the City from requiring storm drainage detention for projects which do not exceed a 10 percent differential increase in storm drainage.
29. No development shall be approved that would inhibit, prevent, or preclude the location of proposed detention basins on Rattlesnake Creek and the north and south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey, dated August 1981.

Policy C - Land Use and Transportation

Ensure that the City's transportation system does not become overburdened.

Strategies

1. Avoid approving any development that will increase the traffic on a City roadway above the existing design capacity at Level of Service C unless traffic/roadway design mitigation is available and/or will be implemented to achieve the desired Level of Service. Or if no feasible alternatives are available, cumulative land use impacts on roadways should be assessed to ascertain the contribution of each new use being considered.

2. Prohibit development which will result in Level of Service E or F at any intersection unless no feasible alternatives exist and an overriding public need can be demonstrated.
3. Developments which will result in a concentration of people (such as multiple-family residential developments) should be located in proximity to commercial services and along primary roadway corridors or in other locations of high transit potential or access.
4. Continue to develop neighborhood parks in proximity to residential areas to encourage pedestrian travel to recreation facilities.

Policy D - Public Service Constraints

The land use pattern and population should be consistent with the capability of existing and planned public services and facilities.

Strategies

1. Development should not overburden the ability of local school districts to provide a consistent level of quality educational services and facilities to community residents. The City supports changes to state law which would remove restrictions on local jurisdictions' ability to deny development based on inadequate schools.
2. Land uses and development review applications that are inconsistent with the capability of any public service agency to provide cost-effective service shall not be approved.
3. The number and location of dwelling units in the City shall be limited to that which can be adequately served by public services and facilities.
4. Sewage treatment capacity shall be available prior to the approval of any new development application which requires community sewer service.
5. New development should not increase overall water consumption. All possible water conservation techniques shall be incorporated into the design of the project and the remaining water requirement shall be offset through contribution to appropriate retro-fit programs or increased supply programs such as wastewater treatment facilities.
6. Land use decisions should not overburden the ability of the Palomar Pomerado Health System to provide a consistent level of quality medical services and facilities. Copies of all submitted development proposals that may cause an increase or change in medical service demand shall be submitted to the health system for comment. In addition, regular reports of building permit activity shall be submitted to the System.

GOAL V. IT IS THE GOAL OF THE CITY OF POWAY TO ACHIEVE A CLIMATE FOR ECONOMIC GROWTH AND STABILITY WHICH WILL ATTRACT HIGH QUALITY COMMERCIAL AND INDUSTRIAL DEVELOPMENT TO SERVE THE EMPLOYMENT, SHOPPING, RECREATION, AND SERVICE NEEDS OF POWAY RESIDENTS AND WILL PROVIDE A HEALTHY AND DIVERSE ECONOMIC BASE FOR THE COMMUNITY.

Policy A - Commercial

It is desirable to have a mix of activity in the community representing a wide range of sizes, products and ownerships.

Strategies

1. Implement the Poway Marketing Plan.
2. A central commercial activity area should be established to provide community commercial uses within an architecturally integrated and enhanced area. Within and adjacent to this area the City should examine the feasibility of the development of a multi-faceted Town Center. The City should prepare a feasibility study to determine the full potential of the Town Center concept. The feasibility study should address the following issues:
 - types of uses (e.g. commercial, civic, recreation)
 - size of area
 - aesthetic standards
 - improvement of market demand
 - revitalization and redevelopment
3. The Community Commercial Land Use category shall be designated within the Town Center area where appropriate to encourage centers and uses that will provide community-wide services.
4. Focal points or high activity areas, should be enhanced through community design features to encourage viable commercial areas. The following areas are designated as focal points because of current or future high activity:
 - the western entry along Poway Road from Oak Knoll Road to Pomerado Road;
 - Poway Road from Quate Court to Gate Drive;
 - the intersection of Twin Peaks Road and Pomerado Road;

- the eastern entrance to the Poway Road business area at Garden Road excluding Garden Road itself;
 - Midland Road from Edgemoor Street to Aubrey Street.
5. Design of developments at focal points shall incorporate the best representations of Poway's rural character and shall be consistent with adopted specific plans.
 6. General commercial uses and services such as restaurants, financial institutions, services and roadway-oriented retail stores should be encouraged along Poway Road and at the intersections of Pomerado Road with Twin Peaks Road, SR-56 and South Poway Expressway.
 7. Encourage the continuation and enhancement of the Old Poway commercial area on Midland Road as a specialty commercial center.
 8. Poway Road should be the principal commercial activity area within the City and other commercial areas should not detract from Poway Road's economic viability.
 9. A fiscal analysis should be required for all major new commercial projects. New businesses which complement existing businesses are actively encouraged. The impact of proposed new development on the viability of existing commercial development should be considered.
 10. Poway Road from the western city limit to Garden Road should be revitalized as Poway's primary commercial area based on the recommendations of the *Final Report of the Poway Road Revitalization Advisory Committee* published in October 1982 as well as on more recent studies.
 11. The City should initiate and complete a Poway Road Specific Plan.

Policy B - Manufacturing

Strive to achieve a healthy manufacturing sector.

Strategies

1. Encourage manufacturing uses where compatible with existing land uses.
2. Encourage a broad range of manufacturing uses in the South Poway Specific Plan area including research and development and light industrial uses.

Policy B - Geologic Hazards

The community should be protected against the hazards associated with geologic formations, particularly landslides, through proper land use policies and mitigation.

GOAL VIII. IT IS THE GOAL OF THE CITY OF POWAY TO MINIMIZE INJURIES, LOSS OF LIFE, AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE HAZARDS.

Strategies

1. Compare all development applications with the GIMS Mapping System to determine if significant geologic hazards exist.
2. Investigations performed by a qualified engineering geologist and soil engineer shall be required for all development review applications. For land development in the Friars Formation areas a detailed slope stability analysis is also required.
3. As conditions of approval, include the recommendations of the engineering geologist for geologic hazard mitigation and the soils engineer for soil related issues.
4. Development within unstable slope and landslide areas will be prohibited unless adequate measures are taken to protect against slippage.
5. Establish and maintain proper soil management techniques to reduce the adverse effects of soil-related problems such as shrink-swell behavior, erosion, run-off potential and septic tank failure.

GOAL X. IT IS THE GOAL OF THE CITY OF POWAY TO REDUCE THE COMMUNITY'S CONSUMPTION OF NON-RENEWABLE ENERGY RESOURCES AND PROMOTE THE EFFICIENT USE OF RENEWABLE ENERGY SOURCES.

Policy A - Energy Efficient Land Uses

Appropriate planning and land use practices should be used to reduce the community's reliance on non-renewable sources of energy.

Strategies

1. Encourage residential design which takes into consideration passive energy conservation concepts.

Policy B - Public Policy

Provide a model for actions in the private sector by undertaking and publicizing energy efficiency and renewable energy resource programs.

Strategies

1. Stimulate public awareness of energy conservation technology and practices.
2. Develop and distribute standards for energy-efficient landscape design.
3. Implement provisions of the Integrated Solid Waste Management Act of 1989 (AB 939, Sher) and facilitate local recycling programs.
4. Investigate state, federal and utility financial opportunities to participate in renewable energy resource programs, provided such participation does not directly or indirectly diminish municipal services.
5. Encourage State legislation that implements conservation measures through the elimination of wasteful energy usage.
6. Encourage utility rate revisions that provide incentives for conservation practices and for the shifting of energy use to non-peak hours.
7. Support incentive and educational conservation policies which accomplish desired results over regulatory programs but adopt regulatory approaches where necessary.
8. Evaluate retrofit programs for energy conservation in existing structures and provide appropriate information to the public.
9. Energy efficiency implementation programs should provide City residents and business persons maximum flexibility to develop their individual creative approaches to achieving energy self-sufficiency.
10. Develop an energy management system for public buildings. Energy conservation in existing buildings shall be promoted through the initiation of retrofit energy conservation measures where feasible. All new public buildings shall be designed to be as energy efficient as financially feasible.

Policy C - Private Development

New development should be required to incorporate reasonable energy conservation measures including those required by Title 24 of the California Codes and Regulations.

Strategies

1. Adopt incentives and regulations to enact energy conservation requirements for private development.
2. Encourage developers of multi-family residential, commercial, and industrial projects to investigate the economics of installing cogeneration systems in new and existing facilities.
3. Encourage widespread usage of solar water heating for residential units.



Photo by Megan Orvis

PUBLIC FACILITIES

PUBLIC FACILITIES ELEMENT

The basic infrastructure and civic needs of the community (health, education, safety, recreation and public utilities) are provided by the City or other local jurisdictions, such as Poway Unified School District. The types of facilities and service levels provided to the community are the City's response to their desires and needs. Accordingly, the objectives and policies below are guidelines in the on-going process of providing community facilities and services.

The objectives and policies of the Public Facilities Element relate to the following facilities and services: education, library, government buildings, parks and recreation and public utilities. The Public Safety Element addresses emergency preparedness, medical services and fire and police protection.

Poway is fortunate to have had a reasonably well-developed public facility system even before incorporation as a city. This was due to the outstanding efforts of the Poway Municipal Water

TABLE IV-1

SCHOOL	BASE CAPACITY	PORTABLE ROOMS ^A	TOTAL CAPACITY	ENROLLMENT 10-90	PROJECTED ENROLLMENT 10-91
<u>Elementary, K-5</u>					
Chaparral	587	7	737	708	693
Garden Road	577	8	667	648	624
Midland	639	9	759	754	756
Painted Rock	655	8	715	684	661
Pomerado	638	8	668	635	644
Tierra Bonita	780	4	780	766	766
Valley	690	10	780	767	775
<u>Middle, 6-8</u>					
Meadowbrook	1147	14	1355	1168	1255
Twin Peaks	1026	18	1494	1498	1555
<u>High, 9-12</u>					
Poway	1944	20	3244	2709	2633
Abraxas	140	1	280	259	267

^A Because some portables on campus are utilized for Extended Student Services (ESS), staff development, special education, Palomar College, regional occupational program or to replace permanent classrooms utilized by other specialized programs such as computer labs, the total capacity for each school is likely to be lower than estimated. The Total Capacity column includes these rooms even though they are used for other purposes.

District (water service, fire protection and parks), the Pomerado County Water District (sewage collection) and the Poway Unified School District. Much of the public investment needed to create a facilities system appropriate for the community's needs at incorporation had already been made. However, there were facilities lacking which, coupled with steady growth throughout the 1980s, has led to a continued need for new facilities.

Since incorporation, the City has added an impressive list of new public facilities including: seven new parks and the expansion of the existing three parks; an olympic swim center; a multi-purpose center/gymnasium (with one more under construction); a center for the performing arts; a Future Farmers of America facility; and fifty miles of trail.

Although, in the future, Poway's population is not expected to increase at the same rate as in the past decade, as incremental population and housing growth occurs, some facilities may require expansion or upgrading.

Limited public financial resources constitute the largest single constraint upon the City's ability to provide a consistent level of public facilities and services over an extended period of time. Shrinking tax dollars strain the City's and other public agencies' ability to provide a consistent service level, let alone to accommodate any additional growth.

Construction of new facilities is expensive but ongoing operation and maintenance expenses are an even greater financial challenge. While the

capital investment needed in the beginning is often several million dollars, it represents a one-time only cost and a variety of funding sources are available. Operation and maintenance costs (which can be in the hundreds of thousands of dollars) are present throughout the life of the project and must often be paid for out of the more limited General Fund monies. One creative means of addressing these financial considerations is through public/private partnerships. For example, the City might construct a sports facility and then lease it to a private contractor for operation. The contractor would charge for use of the facility and operate related facilities like a food concession and "pro shop" on-site.

EDUCATIONAL FACILITIES

The City of Poway is located within the Poway Unified School District (PUSD). The Poway district also serves the San Diego communities of Rancho Bernardo, Rancho Penasquitos, Carmel Mountain Ranch and Sabre Springs. There are 11 schools in Poway, including Poway High School, two middle schools, seven elementary schools and a continuation high school. All grades K-12 are accommodated.

Steady enrollment increases at district schools in the last decade and projected growth, necessitates planning for additional facilities. Most of the schools within Poway are near or at total capacity (Table IV-1).

Although PUSD is not currently proposing any additional schools within Poway, boundary adjustments, future planned facilities and new schools opening during the 1990-1991 school year elsewhere in the district will help alleviate crowding at schools within the community.

The Poway Unified School District had surplus school sites located on the north side of Espola Road west of Valle Verde Road and within the Rancho Arbolitos planned development located north of Twin Peaks Road on Silverset Street. These sites are being converted to neighborhood park use with the construction of Valle Verde Park in 1988 and the planned opening of Silverset Park in 1991.

CULTURAL FACILITIES

POWAY CENTER FOR THE PERFORMING ARTS

This center is an 815 seat, professionally designed and fully equipped performing arts facility of 46,500 square feet in size. The center is used for professional touring, community-based and high school performances. The center, which was opened in the spring of 1990, is located on the Poway High School campus at 15498 Espola Road.

OLD POWAY HERITAGE MUSEUM

The Old Poway Heritage Museum is located in the Old Poway Park on Midland Road in the rear of the Hamburger Factory building. This cultural facility is operated by the Poway Historical Society and provides visitors a link with Poway's early beginnings. The museum, which opened in 1991 is a focal point in the community where historic and prehistoric cultural materials, literature and artifacts will be maintained for generations to come. The museum is open to the public on Friday, Saturday and Sunday.

LIBRARY

The Poway Community Library is operated by the County of San Diego Library System. The County system operates 35 community libraries distributed throughout the County, primarily in unincorporated communities or small cities. The Poway Community Library has been located in its present location, in Lively Center on Poway Road, since February 1975.

A master plan has been developed to assess library needs within the community and to provide short- and long-term recommendations to improve library services to the City. A Library Advisory Committee has been created which will work with a library consultant to plan for the construction of a new library to better meet the needs of the community.

The goal of the Poway library is to contribute to the cultural, educational and recreational enrichment of the community by supporting lifelong learning and the pursuit of knowledge at all age levels.

PUBLIC BUILDINGS

Public buildings include those owned by either the City or the County that are used primarily as places of meeting, assembly or public information (including the existing City Hall). The fire stations and the Sheriff's substation are discussed in the Emergency Services Element of the Public Safety master element.

GOVERNMENT BUILDINGS

The City of Poway has grown from 110 full-time employees in 1980 to 216 in the 1990-91 fiscal year. As the City of Poway expanded its services throughout the community, City facilities became overcrowded.

City Hall currently houses 57 employees, including the City Council, City Manager, City Clerk and Administrative Services Department. In mid-summer, 1990, two modular office units were installed in

front of City Hall, providing an additional 7,200 square feet of space. The Planning Services and Engineering Services Departments share this new space providing a common counter for public assistance with development related matters. The Safety Services Department is located at Fire Station 1, next to City Hall, while the Community Services Department is headquartered in a separate building on Poway Road and the Public Services Department operates from facilities at Lake Poway.

COMMUNITY CENTER

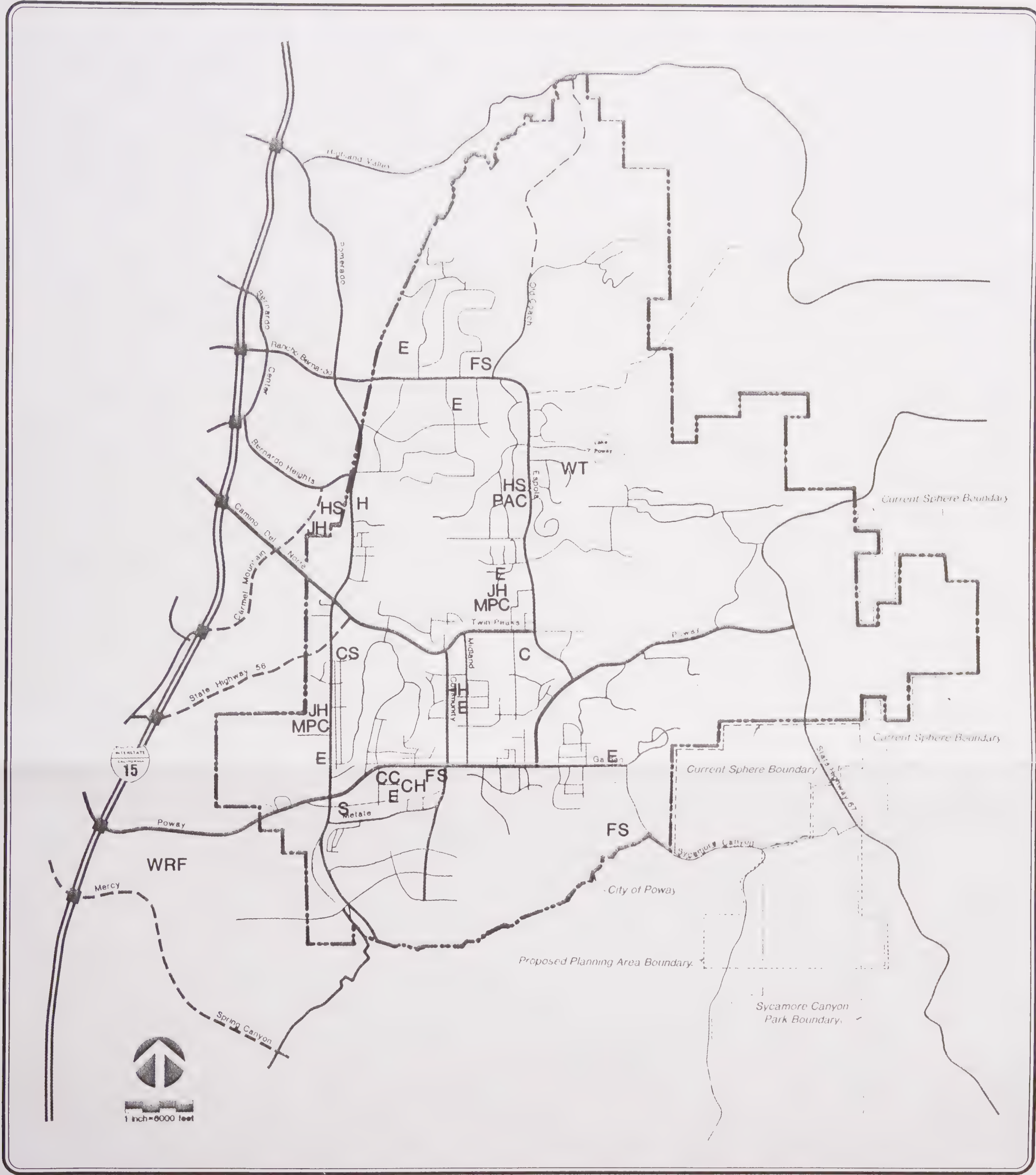
This public facility is located within the Community Park complex south of Poway Road and west of Bowron Road. The center includes a public auditorium with kitchen and stage (ideal capacity - 250) and the Poway Valley Senior Center which is a complete service center including a nutrition program.

LAKE POWAY PAVILION

This facility is located east of Espola Road at the eastern terminus of Lake Poway Road within the Lake Poway Recreation area grounds. It is open to the public and can accommodate approximately 70 persons. An expansion of the outdoor use area is currently being planned.

OLD POWAY PARK

This public park facility is further discussed under the Parks and Recreation section. When complete, the facility will include two renovated historic houses (the Porter House and the Nelson House) and the Templar's Hall, which will be available for public use.



LEGEND

HS	High School	WT	Water Treatment
JH	Junior High School	WRF	Water Reclamation Facility
E	Elementary School	CH	City hall
CS	Continuation School	FS	Fire Station
CC	Community Center	S	Sheriff Sub-station
H	Hospital	HH	Historic Homes
C	Cemetery	CPA	Center for the Performing Arts
MPC	Multipurpose Center		

Public Facilities Plan

Figure IV-1



FOR PARENTS AND KIDS SAKE

This facility, located on the south side of Metate Lane opposite Poway Royal Mobile Estates, is a modular building which was donated to the City by Cadillac Fairview Company. It was originally installed as a sales office for the Pomerado Business Park. It is currently the headquarters of For Parents and Kids Sake, a local service organization concerned with the prevention of child abuse.

SPORTS FACILITIES

The City of Poway, in conjunction with the Poway Unified School District and several private property owners, provide a full range of athletic, recreational (passive and active) and competitive sports facilities and opportunities which promote the physical well-being of the community. The existing and future facilities within Poway have been carefully planned and located to ensure that the needs of every age group and neighborhood have been considered. Facilities within the community include both indoor and outdoor (public and private) uses as described below.

PRIVATE SPORTS FACILITIES

Several privately operated facilities exist within the community. These include the following:

StoneRidge Country Club

This 117 acre private country club is located in the north Poway area on Espola Road between Valle Verde Road and Cloudcroft Drive. The facility includes a clubhouse, swim and tennis facilities and an 18-hole championship golf course which has been the site of the LPGA's Inamori Classic since 1989.

Rancho Arbolitos Swim and Tennis Club

This seven acre private club includes a swimming pool and eight tennis courts. Club membership is open to anyone although purchasers of new homes in the Rancho Arbolitos Planned Community

receive a discount if they join within six months of moving into the community. The club is located at the southeast corner of Twin Peaks Road and Silverset Street in the central portion of Poway.

North County Soccer Park

This 4.8 acre park serves soccer teams and enthusiasts from both the local vicinity and the region. Approximately 100 teams presently utilize the park and players ages range from child to adult.

The facility is located on the west side of Espola Road between Twin Peaks Road and Ezra Lane in central Poway. The park includes an outdoor lighted arena, practice field, mini-court and public concession/sports shop.

Poway Valley Riders Association

This ten acre equestrian facility is located in the southwest corner of Twin Peaks Road and Tierra Bonita Road. In addition to regular club events, the facility accommodates equestrian events such as the annual PRCA sanctioned Poway Rodeo.

JOINT USE FACILITIES

In addition to the Center for the Performing Arts, the City of Poway and the Poway Unified School District also operate a multipurpose center as a joint use facility. A second multipurpose center will be under construction before the end of 1991.

In addition, school sports fields are heavily used by community youth and adult sports leagues during non-school

**TABLE IV-2
PRIVATE RECREATIONAL FACILITIES**

	<u>RESTRICTED</u>	<u>NON- RESTRICTED</u>	<u>ACREAGE</u>
Body Gallery Fitness Ctr.	X		0.28
Carriage Lanes		X	1.40
North County Indoor/ Outdoor Soccer Park		X	4.92
Poinsettia Family Mobile Home Park	X		0.25
Poinsettia Senior Mobile Home Park	X		0.25
Poway Royal Mobile Estates	X		0.50
Poway Theater		X	
Poway Valley Riders Assoc.	X		10
Rancho Arbolitos Swim and Tennis Club	X		7
Stone Ridge Country Club	X		117

Restricted refers to public use access

hours. School locations and facilities are referenced in Table IV-3 *Poway Unified School District Inventory of Sports Facilities*.

Twin Peaks Multipurpose Center

This is a 12,000 square foot gymnasium facility located on the campus of Twin Peaks Middle School at 14640 Tierra Bonita Road. The School District utilizes the facility for educational purposes during school hours, and the City operates the facility after school and on weekends and holidays. The center is the primary playing area for Poway Youth Basketball. The facility includes: one main basketball court with two cross

courts, three volleyball courts, six badminton courts, stage area, conference room, and concession area. The court surface is hardwood and the facility includes glass backboards, complete public address system, and spectator area. The building was completed in May 1988.

Meadowbrook Multipurpose Center

A second multipurpose center has been authorized and funded to be built at Meadowbrook Middle School. As with the Twin Peaks center, the School District will utilize the facility for educational purposes during school hours and the City will operate it after

FACILITIES

School Name
Address

	Baseball - 60 Ft.	Baseball - 80 Ft.	Baseball - 90 Ft.	Softball	Basketball - Out	Basketball - In	Football	Golf	Gymnastics	Hand / Racquetball	Soccer	Swimming	Diving	Tennis	Track	Volleyball - In	Volleyball - Out	Wrestling	Weights
Chaparral (ELEMENTARY) 17250 Tannin Dr.			3	4		1				1				1					
Garden Road (ELEMENTARY) 14614 Garden Rd.			4	1		1			1										
Midland (ELEMENTARY) 13910 Midland Rd.			4	3		1				2									
Painted Rock (ELEMENTARY) 16711 Martincoit Rd.			3	4		1				1				1					
Pomerado Rd. (ELEMENTARY) 12321 Ninth St.	3		1	3		1				1									
Tierra Bonita (ELEMENTARY) 14678 Tierra Bonita Rd.	3	1		2				1		3									
Valley (ELEMENTARY) 13000 Bowron Rd.			2	3		1				1									
Meadowbrook (MIDDLE) 12320 Meadowbrook Ln.			7	8	1			1	6	3				8					
Twin Peaks (MIDDLE) 14640 Twin Peaks Rd.			2	7	1	1		1	8	2				6		2	8		
Abraxas (HIGH SCHOOL) 12450 Glen Oak Rd.				1		1			2	1				1		1			
Poway (HIGH SCHOOL) 15500 Espola Rd.			3	1	8	1	3		1	10	2	1	1	10	1	3	2	1	1
Rancho Bernardo (HIGH SCHOOL) End Manda			1	3			3				3								

Poway Unified School District Inventory of Sports Facilities

Table IV-3

school, on weekends and holidays. The building, which will be similar to the Twin Peaks Multipurpose Center, will include: one main basketball court with two cross courts, scoring system, six badminton courts, three volleyball courts, conference room, concession and spectator area. The floors are hardwood. A stage is not included in the facility.

CITY PARKS AND RECREATION FACILITIES

At incorporation in December 1980, Poway had three developed parks with 15 total turfed acres. Presently, the City owns ten improved parks, totaling 154.9 acres, plus 380.64 acres of natural or unimproved parks. The facilities and activities vary from site to site.

CITY RIDING/HIKING TRAIL AND BIKEWAY SYSTEMS

The rural character and aesthetic quality of Poway provide a unique environment for outdoor recreational activities. The residents of Poway and the general public alike can take advantage of Poway's environment by enjoying the systems of trails and bikeways throughout the community.

The trails system includes local and regional equestrian, hiking, jogging and mountain biking opportunities. The bikeways system offers on- and off-road improvements including bicycle paths, lanes, and routes. These systems are discussed in greater detail in the Transportation Element.

PARKS

The best measure of the quality of park, recreational and cultural services is in the ultimate enrichment of the lives of the people served. This is not readily measurable; therefore, other types of indices are necessary. The amount and location of available open space is one of the most important factors in determining the adequacy of a single park or an entire park system. Valuable indices include acreage per thousand population and effective service units.

Lake Poway Recreation Area

This 449 acre lake and park is located at 14644 Lake Poway Road. The park meets both the City's regional and community park standards and includes a 60 surface acre lake for boating and fishing, hiking and riding trails, large picnic areas, pavilion and gazebos, lighted ball field, horseshoe pits, sand volleyball courts, restrooms, concessions and two tot lots. An archery range was approved in May 1991. Ninety-seven acres are developed park land with an additional 352 acres undeveloped. (Amended per GPA 93-03D)

In April 1991 a facility was opened within the Lake Poway park area to house large animals being raised by young people participating in the Future Farmers of America program.

Garden Road Park

This 6.5 acre neighborhood park is located at 14820 Garden Road in the southeast portion of Poway. It includes picnic areas, restrooms, one sand

**TABLE IV-4
AVAILABLE PARK LAND 1991**

	<u>ACTIVE AREAS</u>	<u>PASSIVE AREAS</u>	<u>TOTAL ACREAGE</u>	<u>ACRES/ 1000</u>
<u>NEIGHBORHOOD PARKS</u>				
Bette Bendixen Park		X	1	
Garden Road Park	X	X	6.5	
Hilleary Park	X	X	9.34	
Old Poway Park		X	4	
Panorama Hills O.S. Park		X	4	
Rancho Arbolitos O.S. Park		X	32	
Silverset Park	X	X	11.3	
Starridge Park	X	X	17.1	
Valle Verde Park	X	X	4.7	
			91.44	2.1
TOTAL				2.5
STANDARD ¹				
<u>COMMUNITY PARKS</u>				
Poway Community Park	X	X	28	0.6
Lake Poway Recreation Area	X	X	449	10.3
STANDARD ¹				5.0

¹Source: *Urban Planning and Design Criteria*, Joseph DeChiara and Lee Kopplemen
Third Edition

(Amended per GPA 93-03D)

Starridge Park

volleyball court and a playground. The park is adjacent to Garden Road Elementary School which provides additional playing fields.

This neighborhood park is located at 13743 Starridge Street, with parking located off Carriage Road. Of the 17.1 acres, 6.1 acres are developed. Facilities include restrooms, a Pony

League size baseball field, a practice soccer field, an outdoor basketball court and a playground with picnic areas. Eucalyptus groves and native vegetation cover the remaining 11 acres.

Valle Verde Park

This 4.7 acre neighborhood park located at 16899 St. Andrews Drive is the newest completed park. The park also fronts on Valle Verde and Espola Roads. This park site is in the northern portion of the City and its facilities include: restrooms, combination softball/soccer field, playground and picnic areas. All 4.7 acres are developed.

Old Poway Park

This four acre historic park is located at 14134 Midland Road. Of the five acres, 2.5 acres include playground and picnic area. An additional 2.5 acres will house a museum, train barn, turn-of-the-century buildings, an operating steam locomotive, gazebo, restaurant and restrooms when completed. The park is scheduled for completion in the summer of 1992.

Poway Community Park

This is a 28 acre fully developed community park located at 13094 Bowron Road. The facilities include a full size lighted soccer field and practice soccer field, two lighted regulation adult softball fields, two lighted tennis courts, open play areas, shuffleboard court, fitness course, lighted basketball court, senior center with large meeting rooms and a community center with large meeting

rooms. Restrooms, picnic areas and two playgrounds are also part of the facility.

Community Swim Center

Located within the Community Park facility is a 50-meter swimming pool center. The facility includes: full shower and locker room facility, eight 50-meter swim lanes, ten 25-yard lanes, a diving area with a one meter and three meter board and large shallow areas to four feet. Full competitive equipment is available on the site including: scoring system, lane lines, starting blocks and water polo equipment. A wading pool and picnic shelter are within the facility.

Panorama Hills Park

This park site has an area of four acres and is presently undeveloped. Completely passive, the site does include picnic areas. The site is located in the North Poway area.

Silverset Park

Located at the corner of Silverset and Triumph Drive in central Poway is an 11.3 acre neighborhood park. Of the 11.3 acres, 6.1 acres are under development. Facilities will include both active and passive areas, little league practice field, basketball court, regulation soccer field, walkways, restroom, playground and picnic area. The park is scheduled to be completed in the fall of 1991.

POWAY RECREATION FACILITIES	Poway Community Park	Lake Poway Park	Garden Road Park	Swim Center	Valle Verde Park	Twin Peaks Center	Hilleary Park	Silverset Park	Meadowbrook Center	Old Poway Park
Ball Diamond	X	X			X		X	X	X	
Basketball	X					X	X	X	X	
Volleyball		X			X				X	
Soccer Field	X				X		X	X	X	
Play Ground	X	X	X		X		X	X		
Picnicing	X	X	X		X		X	X		X
Meeting Room	X	X				X			X	
Fishing / Boating		X								
Horse Shoes		X								
Picnic Shelters		X								
Wilderness Campground		X								
Public Phones	X	X		X		X			X	X
Rest Rooms	X	X	X		X	X		X	X	
Swimming Pool			X							
Tot Pool			X							
Tennis Courts	X									
Concession	X	X		X						X
Starbucks	X	X		X		X			X	X

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TABLE IV-6

INVENTORY OF PUBLIC OUTDOOR RECREATIONAL FACILITIES

Facility	Standards Facility/Pop.	Needed	Currently Available or Under Construction
Baseball	1 per 5000	11	7
Basketball	1 per 5000	11	5
Golf (18-hole)	1 per 50,000	1	1*
Soccer	1 per 10,000	5	4
Tennis Courts	1 per 2,000	27	27**
Swimming	1 per 20,000	3	2
Community/ Multipurpose Center	1 per 25,000	2	3

* 27-hole golf course approved/not currently available. Standards Based on NPRA Guidelines for Open Space Need Based on Buildout Population of 55,000.

** 25 courts are located on school grounds within PUSD.

Hilleary Park

This park is located at the corner of Hilleary and Community Roads. Five acres of the 9.34 acre neighborhood park are currently under development. Planned facilities include a little league practice field, regulation soccer field, walkways and hard surface courts. The park also includes a restroom, playground and picnic areas. The first phase, which includes parking, little league field, playground and restrooms, is scheduled to be completed in the fall of 1991.

Rancho Arbolitos Park

Located on the southeast corner of North City Parkway and Pomerado Road, this park provides an aesthetic break between Twin Peaks Plaza, Abraxas High School and the single-family homes within Rancho Arbolitos. Due to geologic constraints, little or no improvements are proposed on this 21.7 acre site. The park is intended for interpretive and passive recreational uses.

CITY PARKS AND RECREATION FACILITY STANDARDS

The City of Poway park and recreation facility design standards represent a general guideline for development of recreation areas. The City has adopted

the National Recreation and Park Association Facility Standards as a basis although facility design standards should not be accepted as absolute. They should be adjusted to meet socio-economic conditions and variables present in each area to be served.

The City of Poway parks and recreation facilities are classified based on their service area, their size, their primary function and facilities they offer. There are five classifications: miniparks, neighborhood, community and regional parks and special use areas. The following information describes each facility classification: (Amended per GPA 93-03D)

Miniparks and Facilities

Minipark facilities are intended to provide passive and limited recreational activities and include a limited variety of facilities such as a small turfed area, playground equipment, picnic tables, barbecues, drinking fountains, a shade structure and possibly a half or reduced size hardcourt. The service area for the minipark is one-quarter mile and should be located within confined neighborhoods and are designed to serve people living in the immediate area. Park facilities within this category should consist of less than three acres in size. (Amended per GPA 93-03D)

Neighborhoods Parks and Facilities

Facilities in this category provide for both active and passive recreational activities and include a variety of facilities such as playground equipment, picnicking areas,

and wading pools. Limited game courts for tennis, basketball, and other sports may be appropriate. The service area for neighborhood parks is one-half mile. Park facilities in this category should have an area of at least three to ten acres. Neighborhood parks should be located centrally to the residential development served whenever possible. Neighborhood parks should not be divided by natural or man-made barriers such as thoroughfares, major water courses, or drainage channels. Neighborhood parks may include non-lighted sports fields based on community needs and available acreage.

Community Parks and Facilities

Community park facilities generally provide a diverse range of facilities and equipment. Park facilities in this category may include a variety of athletic fields and game courts as well as indoor facilities. This category of parks generally offers a wide range of recreational amenities to the surrounding community, which may include a variety of athletic fields and game courts as well as indoor facilities. Typical amenities may include athletic complexes, arenas, swimming pools, senior centers, outdoor theatres, covered picnic areas, and playgrounds, depending on the specific needs of the community and the availability of resources. Community parks generally serve a number of neighborhoods and have a service area radius of one to two miles.

Park facilities in this category should have an area of at least 10 to 40 acres and serve a population of 20,000 people. Access to the park should be in proximity to public transportation and secondary arterials.

Regional Parks and Facilities

Regional Park facilities generally offer a wide variety of outdoor facilities not found in neighborhood and community parks. Park facilities in this category may include campgrounds, hiking and riding trails, lakes, waterways, large picnic areas, outdoor theatres, boating facilities, natural study areas, and lighted or non-lighted athletic facilities such as those found in community parks. Regional parks serve the entire community and may attract visitors from as much as three hours driving distance. Site requirements are 100 acres and above.

Special Use Areas and Facilities

Special use areas and facilities are those that are developed for specific types of use rather than a broader range of multiple park and open space uses. There is no specific site area requirements for special use areas and facilities. Facilities in this category include golf courses, sports complexes, cultural centers, historic sites, trails, nature preserves, zoos, and concert bowls.

Active/Passive Areas

Park areas can be developed with either active or passive park amenities or a

combination of both. Active park areas typically provide a form of organized, supervised, often extracurricular recreation. Park amenities denoting active use may include gymnasiums, swim complexes, multi-use ballfields, tot lots, hard court play surfaces, volleyball, horseshoe areas, or a combination thereof.

Passive park areas generally do not provide the amenities associated with active use. Passive use areas allow for more quiet and contemplative activities such as walking and reading. The amenities generally associated with passive parks include nature trails, walkways, picnic tables, benches, and small lawns or landscaped areas.

PLANNED FACILITIES

Although many new facilities have been provided in the past decade, additional facilities are needed. The following are projects are currently planned:

1. Library: A \pm 20,000 square foot first phase library is expected to be completed in 1993.
2. In early 1991, City staff performed an extensive analysis of potential sites for an adult sports complex. The City Council's intent was to provide a permanent location for adult softball and allow use of the ball fields at Community Park for youth sports. After review of the alternative sites and facility needs, Council directed staff to design and construct an adult softball complex in South Poway. The complex will be

designed so that it could be operated by a private concessionaire.

The sports complex is located at the intersection of Stowe Drive and McIvers Court. A pay-for-play racquetball facility is proposed at Stowe Drive and Crosthwaite Circle.

The main feature of the complex is three regulation softball fields. Other facilities include four sand volleyball courts, two basketball courts, batting cages, two tennis courts, a tot lot area and a group picnic area. These facilities are arranged around a central concession and restroom area and fenced for security. A central entryway from the parking lot provides a controlled point of entry for the majority of the facility. The pay-for-play racquetball and tennis courts will be located outside the fenced area in order to be more accessible during off use hours. The parking lot will accommodate 228 spaces, providing ample parking and it will be screened from Community Road and the valley by a landscaped berm. The park will be completely lighted for use in the evenings.

Landscaping for the park will consist of drought tolerant trees and shrubs. Low flow and drip irrigation will be used throughout the park. The turf areas in the ball fields have been minimized to reduce irrigation requirements.

In addition, Quimby Act funds will continue to be collected and will be used

to acquire additional park lands as needed.

PUBLIC UTILITIES

WATER SERVICE AND FACILITIES

The provision of water is a basic requirement of all forms of land use. In the past, water and water facilities have been inexpensive and abundant. This situation has dramatically changed in recent years due to periods of drought, increases in the cost of water and water facilities, and energy for water transport. Today and in the future there is critical need for water conservation to both maximize the City's limited water supply and to defer costly capital improvements to the water treatment and transmission system.

Poway receives all of its water supply from the Metropolitan Water District, through the San Diego County Water Authority, of which it is a member agency. Water is stored in Lake Poway prior to treatment. The City operates a water treatment, transmission and storage system with a design capacity of 24 million gallons per day (mgd) and a maximum treatment rate of 30 mgd. The City also provides the Ramona Water District with up to four mgd of treated water through an agreement with the San Diego County Water Authority. The present water usage in the City includes both domestic use (serving residential and commercial users) and agricultural irrigation.

The pattern of future development in the City will be determined to a great extent by the planning of water supply facilities. The impact of land use changes on the City's ability to maintain its present quality of water supply and service should be closely regulated. Water conservation and reclamation measures included primarily in the Water Resources Element should be initiated through the City's development application review process. Also, capital improvement projects to expand the system to accommodate increased demand caused by new development should be funded to the extent necessary by private interests.

SEWER SERVICE AND FACILITIES

The availability and location of sewer service facilities to transfer wastewater from a household or business to a wastewater treatment facility is an important factor in the determination of land use. In particular, whether or not sewer service exists will generally determine the difference between urban development, which requires sewer service and rural residential development, which can utilize on-site subsurface sewage disposal if soil and topographic conditions allow.

In recent years, the City's available capacity to transmit and treat sewage has been limited and near capacity. It is clear that the ability of the City to expand its wastewater treatment capabilities will be an important factor in how much the population of Poway will grow.

Presently, the City's sewer service system is primarily a collection and

transmission system. Wastewater generated in Poway is transferred into the City of San Diego system through the Penasquitos Interceptor sewer and treated at the Metro wastewater treatment facility in Point Loma. Poway's ability to accommodate additional sewage generation by new development is limited by the amount of capacity available to the City. However, additional capacity is available to a certain extent through purchase.

The City of Poway is currently planning the construction of a new Water Reclamation Facility project. The project is the construction and operation of an eight-ten million gallon per day (mgd) wastewater treatment and water reclamation facility to replace the City of Poway's sewer service provided by the City of San Diego Metropolitan Sewer System (METRO). Currently, the majority of Poway's sewage is discharged into the San Diego METRO System where it is treated and eventually discharged through the Point Loma Sewer Outfall. The City of Poway plans to construct and operate the water reclamation facility on a City of Poway-owned site located west of Poway within the San Diego community of Sabre Springs. Associated with the planned water reclamation facility is a reclaimed water distribution system that will ultimately serve the irrigation demands of the nearby I-15 corridor and the South Poway Business Park.

The business park is under construction and a dual water supply system is being installed to accommodate both potable and reclaimed water. In addition, the

north Poway area will eventually receive reclaimed water from the City of San Diego San Pasqual Valley Water Reclamation Facility or extended Escondido Hale Avenue Treatment Facility. The City of Poway was the first city in the San Diego region to pass a mandatory water use ordinance requiring new development to install dual pipe systems and use reclaimed water.

Existing sewer capacity and maintenance requirements should be considered prior to future sewer service expansions. Future developments should be required to assume a reasonable share of the cost of a sewer system expansion necessary to accommodate such growth.

The feasibility of utilizing treated reclaimed water for non-contact water usage such as landscaping should also be examined. In particular, the cost of the supply and delivery system and potential markets should be addressed. Also the long-term environmental effects on soil and plant life should be carefully studied. The City has prepared a water reclamation master plan which more specifically details the implementation of a comprehensive plan to use reclaimed water safely and assure high quality water.

SOLID WASTE FACILITIES

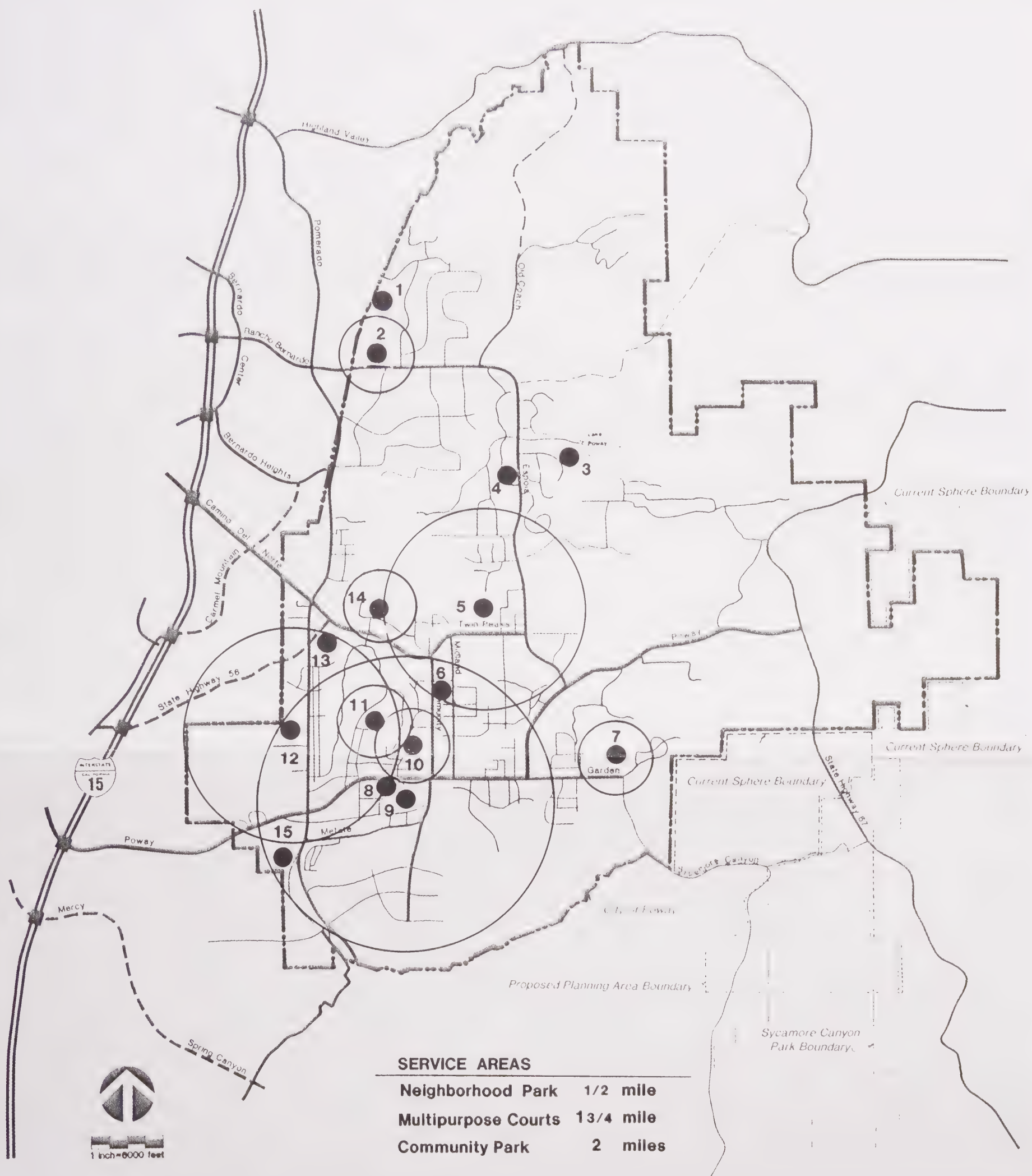
The disposal of solid waste materials is currently accommodated by several methods within the planning area. Commercial solid waste haulers including Mashburn, Laidlaw and Bay Cities provide pickup service for existing residential, commercial, manufacturing/ industrial and institutional land uses in

the planning area. Materials are hauled outside of the City to landfill sites in the region.

Grocery stores located in Poway have reverse vending machines which accept glass, plastic and aluminum can products. Many of these stores also provide bins for accepting returned plastic grocery bags.

The Poway Band Boosters, in conjunction with IMS Recycling Company, operates a facility at the southeast corner of Poway Road and Garden Road. This facility accepts newspaper, plastic, glass and aluminum and metal cans.

The City of Poway is presently developing a curbside pickup program in order to promote further recycling efforts throughout the community and comply with the Integrated Waste Management Act requirements of 25 percent reduction by 1995 and 50 percent reduction by 2000. One of the licensed trash haulers in the City currently offers curbside recycling and a second proposes to start in summer 1991.



Parks and Recreation Plan

Figure IV-2

FACILITIES

- | | |
|---|--------------------------------------|
| 1. Panorama Hills Open Space Park | 8. Poway Community Swim Center |
| 2. Valle Verde Park | 9. Poway Community Park |
| 3. Lake Poway Recreation Area | 10. Hilleary Park |
| 4. Poway Center for the Performing Arts | 11. Starridge Park |
| 5. Twin Peaks Multipurpose Center | 12. Meadowbrook Multipurpose Center |
| 6. Old Poway Park | 13. Rancho Arbolitos Open Space Park |
| 7. Garden Road Park | 14. Silverset Park |
| | 15. Bette Bendixen Park |



GOALS, POLICIES AND STRATEGIES

The goals, policies and strategies shown below are those that relate directly to issues discussed in the Public Facilities master element. The various elements of the General Plan are intended to be consistent with each other and should be interpreted to be consistent. Goals and policies contained in other elements will also support those included here. A complete listing of all goals, policies and strategies is contained in Section II of this General Plan.

GOAL II. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER, AND IMAGE OF THE CITY.

Policy B - Distribution of Land Uses

Land uses should be distributed so as to encourage in-fill development within the built-up parts of the City, protect the integrity of existing land uses and densities and preserve the open space and rural nature of Poway.

Strategies

1. Encourage land uses and densities that are consistent with a rural lifestyle and image, including preservation of open space and development of very low density residential land uses. The density of land use shall remain primarily rural within the hillsides and remote regions of the City and suburban within the developed central community core.
2. Large contiguous areas of open space shall be encouraged throughout the City and shall not be fenced or otherwise constricted.
3. Watershed areas with slopes greater than 25 percent shall be retained in parcel sizes of 40 acres or more.
4. The majority of residential construction in the City shall be in rural residential categories. Rural residential areas shall be primarily devoted to large-lot custom home construction although in some instances tract homes that simulate custom homes may be allowed.

5. Various types of multiple family units are encouraged in order to provide greater variety in regard to design and lifestyle preference.
6. Multi-family residential land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
7. Recreational uses (e.g., resorts, golf courses) may be allowed in rural areas providing that provisions are made for the health, safety and welfare of the users and surrounding residents and that the uses are consistent with the policies of the Land Use and Community Design Elements.
8. In rural residential areas, most uses other than agricultural and residential shall be limited to areas with natural slopes of 10 percent or less. Other uses such as hiking, and riding trails, driving ranges, golf courses and other recreational uses may be considered on steeper slopes providing that they do not significantly alter the landform. Buildings and parking lots must adhere to slopes of less than 10 percent.
9. The distribution of land uses should consider the health, safety and welfare of the community in regard to natural hazards.
10. Public or quasi-public structures (schools, churches, hospitals) shall be located in low-risk seismic or geologic hazard areas.
11. Community commercial land uses that will serve the entire community or subregion in which Poway is located are encouraged along Poway Road adjacent to existing uses of similar intensity.
12. Limited neighborhood commercial activities may be located on the border of rural residential and urban land uses.
13. Mobile home park land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
14. New urban development projects (residential areas with greater than two dwelling units per acre (du/ac), commercial and manufacturing) shall be bounded on a minimum of two sides by existing urban land uses and existing public facilities.
15. Where a commercial area abuts a residential area, the following improvements shall be made to ensure compatibility:

- Structures shall be adequately set back from the residential property line to avoid land use impacts;
 - An eight foot high solid masonry wall shall be constructed along the residential property line, except where it is clearly demonstrated that a shorter wall will adequately protect the residential property;
 - Landscaping in the form of trees, shrubs and ground covers shall be planted within an area at least five feet wide, in addition to wall footings, on the inside area of the wall.
16. It is the specific intent of the City that commercial land uses on Pomerado, Twin Peaks and Espola Roads not be substantially expanded beyond their present locations.
17. Public and semi-public uses should be located where the use is compatible with surrounding land uses, development intensity, topography and architectural style. The following provisions shall guide the location of such uses:
- Site should be located adjacent to a Transportation Element roadway;
 - Public utilities should be immediately available to the site;
 - Sites where the public/semi-public uses can serve as a buffer between residential and other potentially incompatible use are particularly appropriate.
18. Manufacturing uses shall be located so as not to create adverse impacts on surrounding land uses and/or the City transportation system.
19. Commercial and manufacturing service land uses adjacent to residential land uses shall include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to 60 DBA.
20. Incompatible land uses shall not be made contiguous without adequate buffering and/or setbacks. Special emphasis and techniques shall be used in buffering surrounding land uses from commercial uses. In the event a question of compatibility exists between two uses or intensities, the lower intensity use shall take precedence. The City Council shall make the final determination in those areas of questionable land use compatibility.
21. Provide information on all submitted development proposals that may affect student enrollment to the Poway Unified School District (PUSD) for review in light of their planning goals. The City shall provide the PUSD with regular reports of building permit activity.

Floodplains and Floodways

22. Land within the 100 year floodplain should be designated for low density residential or open space uses.
23. Structures which do not conform to Poway Flood Hazard Management standards must be brought into conformance with these standards if reconstruction, rebuilding or repairing made necessary by damage will exceed 50 percent of the reasonable replacement value of the structure prior to any damage.
24. Critical emergency uses (hospitals, fire stations, police stations, public administration buildings and schools) shall not be located in flood hazard areas.
25. Development within the 100 year floodway is prohibited.
26. Development in the 100 year floodplain may be approved if the following conditions are met:
 - All structures, both permanent and temporary, must be raised one foot above the 100 year flood level;
 - Information certifying the 100 year flood level must be submitted by a qualified civil or hydrological engineer;
 - All-weather access must be provided to all developments for divisions of land, residential units, commercial buildings, manufacturing buildings or public buildings;
 - Information certifying that no upstream or downstream changes to the 100 year floodplain will occur must be submitted by a qualified civil or hydrological engineer.
27. For purposes of land division, floodway areas shall not be included in the calculation of net area.
28. To prevent increased flooding within Poway, all new land divisions and commercial developments shall be reviewed to determine the feasibility of storm drainage detention. Should the project increase the storm drainage runoff by ten percent or more, the differential storm drainage runoff shall be detained to the satisfaction of the City Engineer. This does not preclude the City from requiring storm drainage detention for projects which do not exceed a 10 percent differential increase in storm drainage.
29. No development shall be approved that would inhibit, prevent or preclude the location of proposed detention basins on Rattlesnake Creek and the north and south branches of Poway Creek as outlined in the Floodwater Detention Basin Survey, dated August 1981.

Policy C - Land Use and Transportation

Ensure that the City's transportation system does not become overburdened.

Strategies

1. Avoid approving any development that will increase the traffic on a City roadway above the existing design capacity at Level of Service C unless traffic/roadway design mitigation is available and/or will be implemented to achieve the desired Level of Service. Or if no feasible alternatives are available, cumulative land use impacts on roadways should be assessed to ascertain the contribution of each new use being considered.
2. Prohibit development which will result in Level of Service E or F at any intersection unless no feasible alternatives exist and an overriding public need can be demonstrated.
3. Developments which will result in a concentration of people (such as multiple-family residential developments) should be located in proximity to commercial services and along primary roadway corridors or in other locations of high transit potential or access.
4. Continue to develop neighborhood parks in proximity to residential areas to encourage pedestrian travel to recreation facilities.

Policy D - Public Service Constraints

The land use pattern and population should be consistent with the capability of existing and planned public services and facilities.

Strategies

1. Development should not overburden the ability of local school districts to provide a consistent level of quality educational services and facilities to community residents. The City supports changes to state law which would remove restrictions on local jurisdictions' ability to deny development based on inadequate schools.
2. Land uses and development review applications that are inconsistent with the capability of any public service agency to provide cost-effective service shall not be approved.
3. The number and location of dwelling units in the City shall be limited to that which can be adequately served by public services and facilities.

4. Sewage treatment capacity shall be available prior to the approval of any new development application which requires community sewer service.
5. New development should not increase overall water consumption. All possible water conservation techniques shall be incorporated into the design of the project and the remaining water requirement shall be offset through contribution to appropriate retro-fit programs or increased supply programs such as wastewater treatment facilities.
6. Land use decisions should not overburden the ability of the Palomar Pomerado Health System to provide a consistent level of quality medical services and facilities. Copies of all submitted development proposals that may cause an increase or change in medical service demand shall be submitted to the health system for comment. In addition, regular reports of building permit activity shall be submitted to the System.

GOAL III. IT IS THE GOAL OF THE CITY OF POWAY TO ENHANCE THE WELL-BEING OF POWAY RESIDENTS BY PROVIDING OPPORTUNITIES FOR RELAXATION, REST, ACTIVITY, AND EDUCATION THROUGH A WELL BALANCED SYSTEM OF PRIVATE AND PUBLIC FACILITIES DISTRIBUTED TO SERVE THE ENTIRE COMMUNITY.

Policy A - Parks

A diversified, comprehensive park system should be provided for the residents of Poway, utilizing adopted standards, contemporary concepts and planning strategies.

Strategies

1. Encourage public involvement in the site acquisition and design development of park facilities to ensure community needs are met.
2. All park land dedicated as a requirement of residential development shall be developed and used for park purposes.
3. Seek to ensure that every neighborhood is served within a one-half mile radius by an elementary school site or park.
4. Seek to provide adequate playing fields to serve the organized sports needs of the residents, including softball, soccer and other organized sports.

5. Development of a sports complex in South Poway at Stowe Drive and McIvers Court, which should include three basketball fields, two basketball courts, four volleyball courts, batting cages, two tennis courts, a "pay for play" racquetball facility, a tot lot and concession facilities.
6. Pursue the development of a soccer park.
7. Neighborhood parks shall serve as the day-to-day recreational areas of the City. The facilities should include playgrounds, playing fields and turf areas where local residents can enjoy the outdoors in a safe and refreshing environment.
8. Maximize the usage of all park facilities through the centralized scheduling and extended use hours where feasible to meet community needs. Evaluate park sites on an individual basis for the inclusion of sports lighting.
9. Include preschool age and handicapped accessible equipment in each park and provide balanced active and passive recreational opportunities.
10. Design all parks to incorporate xeriscape landscaping techniques.
11. Cooperate with the School District to ensure that the school fields being used by youth sports are maintained adequately and continue to explore ways to maximize the use of school fields for youth sports through renovating the fields and if possible, providing lighting.

Financing

12. Maintain legislation under the Quimby Act to require the dedication of land, payment of in-lieu fees or a combination thereof, as a condition of residential development approval, to the equivalent of five acres of land per 1,000 population anticipated in the proposed development.
13. Pursue appropriate regional, state and federal grant-in-aid programs.
14. Encourage consideration of public/private partnerships to share cost and benefit its operation.

Policy B - Recreation Facilities

The City shall seek to provide a wide range of facilities which address the recreational needs of all ages in the community.

Strategies

1. Promote added family activity facilities to serve the community.
2. Continue to explore alternative recreational facilities and opportunities for the teen population.
3. Explore ways to provide golfing opportunities to the public at an affordable fee.
4. Research means of providing self sustaining or corporately funded camp programs for a variety of interests.
5. Work closely with local youth sports organizations in providing athletic activities for youth and children.
6. Offer adult leagues in a variety of sports and operate on a demand basis as much as possible. They shall function on a self-sufficient level with reduced rates for resident teams.
7. Maintain aquatic programs and pool facility operating hours to serve the optimum number of residents in a cost-effective and safe manner.
8. Provide recreation classes to meet the needs of a wide range of ages and interests.

Policy C - Private Recreational Facilities

The City encourages the development of private recreational facilities to fulfill a portion of the City's recreational needs.

Strategies

1. Private recreational facilities can be used to reduce the total amount of land to be dedicated and/or fees paid in-lieu to 50 percent of the requirement per residential development proposal.
2. Private recreational facilities shall meet the standards for similar public facilities.
3. Private recreational facilities shall be maintained by the developer, owner, a homeowners' association or an assessment district.

4. Adequate provisions shall be made to ensure that private recreational facilities remain available in perpetuity or the residents and the City shall be compensated accordingly.

Policy D - Cultural and Educational Facilities

The City shall seek to provide adequate facilities to address the cultural and educational needs of the community.

Strategies

Library

1. Construct a modern, comfortable, well-planned community library to achieve and maintain a level of library services appropriate to the cultural, educational and recreational needs of the community. The ultimate goal is to provide a facility that is based on a sliding scale of 0.5 to 0.8 square feet of library space and three to five items of library materials per resident.
2. Maintain a Citizens' Library Committee to advise on building, planning, evaluating and administering the library.
3. Encourage coordination and cooperation with other area library agencies to maximize the breadth and quality of library services available in our community.
4. Develop a plan to establish, maintain and fund a level of library staff and materials commensurate with the library service plan.

The Arts

5. Establish a use policy which will ensure a balanced program of professional, school, and community performing arts activities as the priority use for the Poway Center for the Performing Arts.
6. Encourage and develop a plan to provide special children's performances, lecture demonstrations and master classes by touring artists scheduled to perform at the Center for the Performing Arts.
7. Establish a plan to produce youth oriented performing arts programming, such as young people's concerts, children's theater and participatory dance activities.
8. Investigate the feasibility of a Festival of the Arts featuring local arts organizations, regional professional companies and touring artists on a scale similar to Community Days.

9. Investigate the feasibility of a program to permanently provide art in public places.
10. Develop a plan to incorporate a space for rotating art exhibitions in public facilities where practical and appropriate.

Policy E - Public Meeting Space

The City shall seek to provide meeting space for both public and private purposes consistent with approved policies and legal constraints.

Strategies

1. Public meeting space shall be designed to meet community needs and shall be available at rental rates comparable with fees charged by other public agencies for similar facilities.

Policy F - Special Events

Special events should be provided which are designed to attract general as well as special interest groups and which highlight the leisure experience of the participants.

Strategies

1. Continue to develop and improve youth and family oriented programs.
2. Seek corporate funding to provide increased event programming.
3. Encourage volunteers as a means of promoting interest and providing leadership in existing and future programs in a fiscally sound manner.
4. Encourage a farmers and arts and crafts fair at Old Poway Park.

Policy G - Disabled Services

The City shall seek to develop avenues for residents with special needs to participate in a variety of recreational programs and activities.

Strategies

1. Work closely with existing programs provided by service organizations and PUSD and research and consider for development, both mainstream and specialized programs based on the needs of the community.
2. Maintain an appropriate level of staff training and volunteer coordination relating to the special needs population.

Policy H - Fiscal Impact

All public facilities should be adequately staffed and maintained.

Strategies

1. Projected operating costs and revenue sources should be determined and analyzed prior to approval of any proposed new public facility.

GOAL VII. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE A SAFE AND HEALTHY ENVIRONMENT FOR THE RESIDENTS OF POWAY.

Policy B - Fire Protection

The City shall maintain a high standards for the delivery of fire protection services.

Strategies

Fire Prevention

1. Encourage the development, implementation and public awareness of fire prevention programs.
2. Implement programs to reduce the quantity of combustible vegetative materials in the City to reduce wildland fire hazards including a brush management program subject to approval by the City.
3. Continue the use of the Weed Abatement Program and a fire buffer program along heavily traveled roads through thinning, disking or controlled burning, subject to air quality standards. Brush, but not trees should be cleared from both sides of major arterials.
4. The existing rows of eucalyptus trees should be trimmed periodically, and combustible vegetative materials at the tree base should be periodically removed.
5. All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted editions of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection.

6. Fire protection requirements shall be expanded where structural and/or capital improvements cannot adequately protect the community from property damage or potential loss of life.
7. Study the feasibility of regulations requiring the installation of a sprinkler system at the time of construction of new residential structures and in conjunction with expansion or substantial interior remodeling of existing structures.
8. Require fire retardant roofing materials based upon the type of construction in and outside of high fire hazard areas.
9. Enforce the fire control requirements of the City's landscape standards.
10. In order to minimize fire hazards, the Poway Fire Department shall routinely be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.
11. Advocate and support State legislation which would provide tax incentives encouraging the repair or demolition of structures which are classified as high fire hazards.
12. The construction of public facilities and transportation corridors shall be consistent with the adopted standards of the Uniform Building Code and Uniform Fire Code.

Facility Location

13. Fire stations shall be located on or near arterial roadways to provide for rapid response times.
14. The timing of station construction shall relate to the rise of service demand in the surrounding areas.
15. The location of stations should consider existing and projected land uses and appropriate buffering should be provided where necessary.
16. Proposed Fire Station 3 shall be located in the South Poway Business Park.
17. Emphasis on future construction and capital improvements should be toward the alleviation of deficiencies in critical risk areas.

Inter-jurisdictional Cooperation

18. Opportunities for joint-power agreement facilities and/or operations should be evaluated and pursued where practical.
19. Support mutual aid agreement and communication links with the County and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

GOAL IX. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE AN EFFICIENT AND ECONOMICAL PUBLIC WATER AND WASTEWATER TREATMENT SYSTEM TO SERVE THE CURRENT AND FUTURE RESIDENTS OF POWAY.

Policy A - City Water System

A consistent level of quality water service shall be maintained by minimizing the impacts of new land use changes on the existing system.

Strategies

1. Encourage and promote water conservation techniques and awareness in the community.
2. Encourage community and individual responsibilities that prepare emergency water resource plan in case of disaster or system failure.
3. Require new construction to include appropriate water conserving measures including low-flow fixtures, water-conserving appliances and low volume irrigation systems and to provide water conservation offsets.
4. Require the use of low volume irrigation systems where feasible.
5. Encourage existing construction to retrofit with appropriate water conserving appliances and low volume irrigation systems.
6. Limit the extension of water service facilities, such as transmission lines or pumps, to accommodate new development projects to one-quarter mile across an undeveloped area.

7. The dedication, construction and maintenance of pumps, transmission and storage facilities to service new developments and expand the City's water system capacity should be reviewed with each new development application.
8. Require commercial car washes to use recycled water.
9. Require all new swimming pools to be covered when not actively in use.

Policy C - Water Reclamation

Serve the community's wastewater treatment needs through water reclamation.

Strategies

1. Develop and implement a water reclamation master plan and implementation service area distribution system master plan to define, encourage and develop the use of reclaimed water in Poway.
2. All new construction in areas proposed for service by reclaimed water shall be preplumbed to readily accept reclaimed water for landscape irrigation.
3. Reclaimed water shall be used wherever its use is economically justified, technically feasible and consistent with legal requirements, preservation of public health, safety and welfare and environmentally desirable. Reclaimed water uses may include, landscape irrigation, filling of artificial lakes, industrial processes and agricultural production.
4. Wastewater treatment system expansions should be designed to maintain the current Level of Service.
5. Wastewater collection lines or pumping facilities to accommodate new development projects should not be extended over undeveloped areas.
6. Structures connected to the community collection system shall not use salt-based self-regenerating water softeners.
7. Parcels within the sewer improvement district boundary and beyond 200 feet of an available sewer transmission line should be required to install a dry sewer hook-up for future utilization of the community sewer system. Parcels within 200 feet of the community sewer system must connect to the system.

8. Septic tanks should be limited to parcels of one acre or greater unless circumstances exist that make the connection to a sewer transmission line impossible on existing parcels greater than one-half acre but less than one acre. Parcels in areas with a history of septic tank leach field system failures shall connect to the community sewer system.
9. All septic tanks shall be approved by the County Department of Environmental Health as a result of on-site tests certified by a qualified engineer.
10. Replacement of failed septic systems or new development with proposed septic system shall consider alternative wastewater collection systems including, but not limited to septic tank effluent pump or gravity systems, grey water systems, or alternative on-site treatment and disposal systems.

Policy D - Financing

All improvements to existing utility systems necessitated by the approval of a new development project shall be financed entirely by the project proponent either by fee or actual construction.

GOAL XII. IT IS THE GOAL OF THE CITY OF POWAY TO ENCOURAGE REGIONAL COOPERATION AND COORDINATION.

Policy B - Regional Facilities

Support the construction of appropriately sited and designed facilities to serve regional and/or subregional public facility needs.

Strategies

1. Cooperate in the construction of a regional water reclamation facility to serve both the City of Poway and the City of San Diego.
2. Work with other water agencies to provide adequate regional water storage facilities.
3. Enhance the quality of library services through cooperation with other library agencies in the region.
4. Cooperate in regional efforts to ensure adequate solid waste disposal facilities.



Photo by Emily Hopkins

TRANSPORTATION

TRANSPORTATION

INTRODUCTION

The Transportation master element considers that the growing residential and employment populations in Poway, coupled with energy shortages, deterioration of air quality and congested auto-oriented systems are all producing profound changes in how we view transportation and circulation requirements of the City. Additionally, Poway, by its location in the "Mid-County," experiences not only traffic movements from its local residents, but also from regional travelers wishing to access other portions of the County through Poway. Thus, the Transportation Element shall focus on local and regional conditions and requirements.

The major goal of the Poway transportation system is to provide a safe, efficient and congestion-free framework which ensures that the movement of people and vehicles meets the transportation needs of all sectors of the City, and the region as a whole. A related goal is that this framework achieve consistency with, and support of energy reduction and air quality goals of the City and the entire San Diego region.

The transportation framework outlined in this element incorporates the results of years of documentation, study and planning of existing circulation through the City. It also incorporates the findings of the Poway Transportation Task Force final report completed in 1990. Further, it includes the goals and plans of regional transportation programs, including mass transit, energy conservation and air quality management

plans. It thus not only presents a street system which considers safe and efficient vehicle circulation, but also presents goals and objectives for development of alternative transportation systems.

PURPOSE

The major purpose of the Transportation master element is to set forth goals, policies and strategies which promote effective use of existing transportation facilities and development of new facilities, in order to achieve the safe and efficient movement of people, while protecting and managing the natural and economic resources of the City.

The Transportation master element is consistent with other elements of the General Plan. In particular, Land Use, Community Design, Energy Conservation and Natural Resources (which includes Air Quality). Transportation system design not only considers route function and efficiency, but it also considers factors discussed in these other elements. Thus, another important aspect and purpose of the Transportation Element is to promote the goals, policies and strategies of the General Plan as a whole.

Furthermore, since Poway is linked in numerous ways to many areas of the San Diego region, another important purpose of the Transportation Element is to be consistent with and supportive of regional goals and policies regarding transportation and related factors such as air quality and energy conservation.

The last purpose of the Transportation

Element is to comply with California Government Code Section 65302(b) which mandates that jurisdictions include a circulation element within their General Plan that describes and locates the basic systems which provide for the transportation needs and land uses of the jurisdictions.

overview of Poway's entire existing and proposed transportation system, including roadways, mass transit opportunities, air travel opportunities, and pedestrian, equestrian, and bikeway systems.

The Transportation Element identifies existing transportation conditions, transportation needs, and then sets forth the goals, policies, and strategies for the transportation system. Separate sections are included for Roads, Public Transit, Scenic Roadways, Bikeways, Trails, and Pathways.

EXISTING CONDITIONS

The transportation system in Poway has traditionally been largely single-occupancy vehicle oriented. However, in the recent past, more attention to and development of alternate modes of transportation has been occurring. These alternate modes include mass transit options (ride sharing, van/car pooling, light rail), pedestrian paths, equestrian trails, and bikeways. Poway has accomplished, or is in the process of accomplishing, policies stated in the 1983 Comprehensive Plan Circulation Element related not only to road improvement, but encouragement of mass transit and alternate mode options. These accomplishments include the installation of numerous bike lanes throughout the City, pedestrian and equestrian oriented paths and trails, the traffic signal synchronization system, road widening and circulation upgrade projects, and requirement for developer impact fees for transportation improvements. This element provides an

ROADWAYS ELEMENT

Poway's existing road system is dominated by five major roads: Poway Road, Pomerado Road, Twin Peaks Road, Espola Road and Community Road.(Figure V-1) Additionally, as the South Poway area continues to develop, the Scripps Poway Park will become an equally important link. Many roadways are currently experiencing congested conditions, resulting in poor Levels of Service (LOS) during peak hours. LOS is generally defined in terms of delay, where LOS A represents operations with very low delay or primarily free-flowing, and LOS B through F represent an increasingly worsened condition.

Poway Road: Poway Road is the primary east-west corridor through the City, presently providing linkage to both I-15 on the west and SR-67 on the east. More importantly to the City, Poway Road also serves as the City's primary commercial corridor. It's regional linkage characteristic has resulted in a great amount of regional through traffic whose primary purpose for using Poway Road is to get from SR-67 to I-15 and vice versa. The Poway Grade between Espola Road and SR-67 is designated a scenic roadway.

Pomerado Road: Pomerado Road is the major north/south access through the western portion of Poway. It links Poway with the Rancho Bernardo area to the north and with the Scripps-Miramar Ranch to the south. Access ramps to I-15 are located at both its northern and southern terminus. Pomerado Road serves a variety of land uses, including

residential, commercial and institutional (hospital, churches, schools) uses.

Twin Peaks Road: Twin Peaks Road provides an east-west linkage between central Poway and I-15. Twin Peaks Road also absorbs some of the demand for access between I-15 and SR-67. Twin Peaks may provide an alignment which serves as a City traversable SR-56.

Espola Road: Espola Road serves as the major link between Poway's northern, northeastern and central residential areas. It provides the northernmost link between Poway and I-15, and, as such, is an important east-west route in the northern portion of the City. It also provides the major link between the northern residential areas with central portions of the City, including the commercial/business areas. The segment between Twin Peaks Road and Poway Road serves as an important inter-City link and a regional link between I-15 and SR-67. Views from Espola Road are notably scenic and this value is recognized by its designation as a local scenic roadway.

Community Road: Community Road provides an important north/south route between the commercial industrial park areas of Poway and the residential areas to the north. It extends from Twin Peaks Road at its northern terminus to Scripps Poway Park at its southern terminus. It is an important link between Poway Road and Twin Peaks Road.

Scripps Poway Parkway: Scripps Poway Parkway provides access through the South Poway Planned Community, which consists of mostly light industrial and industrial park uses along the expressway. It is planned as an expressway between Poway's western city limit and SR-67 to the east. This route will eventually connect SR-67 with I-15 and will become a major regional transportation element. The eastern portion of the parkway is designated as a scenic roadway.

Other existing roadways that interconnect with the roads described above include the following:

Midland Road: This north-south roadway is located between Twin Peaks Road on the north, Poway Road on the south and is east of and parallel with Community Road. Midland Road is designated as one of the community's scenic roadways in that it serves a significant scenic and historic portion of Poway, Old Poway, which is centered around the intersection of Midland Road and Aubrey Street.

Garden Road: This roadway intersects with Poway Road in the southeastern portion of the City and serves primarily existing residential neighborhoods east of Poway Road. Approximately 1.5 miles east of the Poway Road intersection Garden Road intersects with Sycamore Canyon Road.

State Route 56 (SR-56): State Route 56 is located between Twin Peaks Road at the north terminus and the western City boundaries at the south terminus where it becomes North City Parkway in the

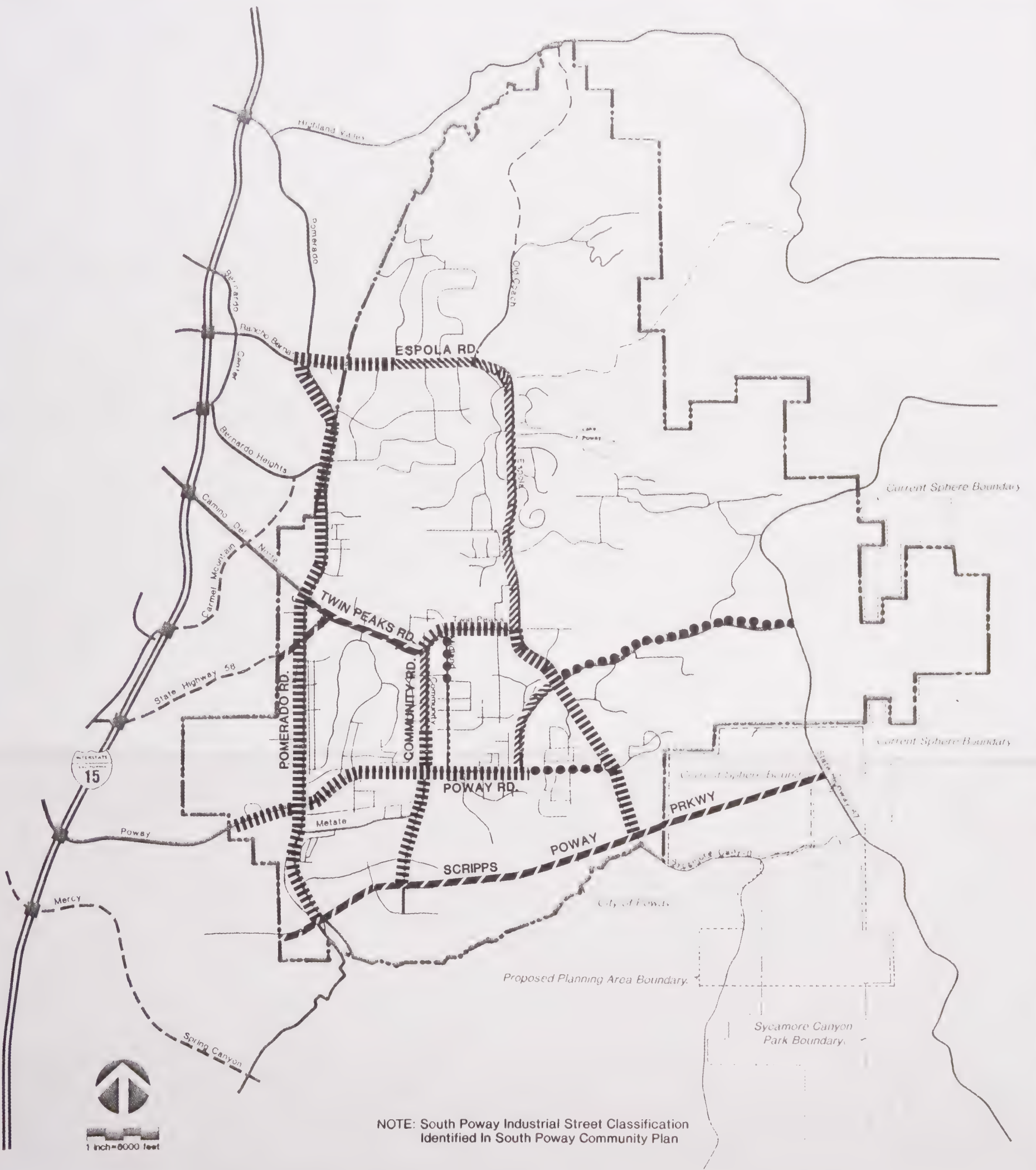
City of San Diego. North City Parkway connects with I-15, thus making SR-56 an important road to serve as a connection between central Poway and I-15 and eventually to the coast.

NEEDS

Poway is literally at the "cross-roads." To the west is I-15, which serves as the primary commuter route for the Mid-County region, both to points south and north. To the east is SR-67, which brings commuter traffic from points east, such as Ramona and Lakeside through Poway in order to reach I-15.

State Route 67(SR-67): State Route 67 is located in the eastern portion of Poway at the easterly terminus of the Poway Grade. This north-south commuter route serves the unincorporated communities of Ramona to the north and Lakeside to the south. Much of the regional through traffic in Poway originates in these communities and beyond. SR-67 traverses mountainous terrain and is designated a scenic roadway.

As commuter traffic from points east increases, so does the traffic congestion on Poway's local roads. Currently, the only link between SR-67 and the City of Poway is Poway Grade. Between 1986 and 1990, traffic volumes on Poway Grade have increased roughly 50 percent per year to 22,000 average daily trips. Those vehicles using Poway Grade then continue their travels along Poway Road, Twin Peaks Road or Espola Road. The result has been roughly a 10 percent or more increase per year on those routes. Engineering projections show future



LEGEND

- Prime Arterial
- Major Arterial
- Secondary Arterial
- Arterial Collector
- Local Collector

Transportation Element Roadways Master Plan

Figure V-1



traffic volumes originating from SR-67 east of Poway and traveling through Poway will increase by approximately three times.

Although regional traffic is the primary source of current and future projected circulation concerns, there is another factor which adds significantly to the concerns. The South Poway Business Park will employ up to 18,000 to 20,000 people (over 1/2 Poway's current population) and will generate up to 165,000 vehicle trips per day. As the business park nears completion, Poway will become a major commuter destination for the first time.

According to the San Diego Association of Governments, traffic volumes on I-15 will continue to increase. Traffic volumes are projected to reach roughly 250,000 or higher by 2005. These projections assume that all planned roads, such as Routes 52 and 56 are constructed. If Route 56 is not constructed, the traffic volumes on I-15 will be higher.

According to CALTRANS, within a few years, I-15 is projected to operate at LOS F and experience Los Angeles-type freeway congestion. CALTRANS plans to meter all I-15 on-ramps in the region. This will result in further back-ups at the on-ramps.

In order to relieve traffic congestion in Poway and in order to relieve congestion for Poway citizens in their commute to other areas, the following needs were identified by the Poway Transportation Task Force (September 25, 1990).

1. Completion of the Scripps Poway Parkway:

With completion of the expressway between SR-67 and I-15, commuter traffic on Poway's local roads should be diverted onto the expressway which could more easily handle the traffic volumes. The key is to construct a six-lane roadway to attract commuters by making it more convenient and faster than the alternative of Poway Grade/Espola Road or Twin Peaks Road or Poway Road.

- The expressway should be constructed at six lanes in its entirety.
- The intersection at SR-67 and the expressway should be ultimately planned for an interchange with interim plans of an at-grade signalized intersection.
- The segment beginning at SR-67 and traveling west to intersect with future State Route 125 should be planned as an expressway with no more than one intersection. This segment would offer an attractive alternative to Poway Grade. Its capacity would exceed the combined capacity of Poway Grade and the Scripps Poway Parkway under previous plans.
- SR-125 should be supported and retained in Poway's plan, between the Scripps Poway Parkway and SR-52 in Santee. It is an integral part of the "expressway plan." This segment of Route 125 would offer two benefits: 1) it would provide Poway and surrounding communities with a "back door" alternative to I-15 by traveling

south on Route 125 and connecting with Route 52, I-8 and eventually I-5 in South Bay; and 2) it would also provide Poway and surrounding communities with direct access to the Santee trolley station.

- Ultimately an interchange should be planned and constructed at the intersection of Scipps Poway Parkway and SR-125.
- The Scipps Poway Parkway shall be designed to meet Caltrans' expressway standards east of Community Road. No driveways should be permitted with direct access to the Scipps Poway Parkway. No on-street parking should be permitted. Reasonable restrictions on left turn movements and traffic signals should be implemented.
- Traffic signals along the parkway should be coordinated by using a computerized synchronization program.
- A transit center should be established in the area of the industrial park, where an express bus could connect "Mid-County" residents to County-wide destinations.

2. Regional Computerized Traffic Signal Synchronization:

Computerized coordination of traffic signals should occur on all of the Master Plan Arterials. They should be coordinated with the City of San Diego when improved traffic progression can be made. This would require cooperation with the City of San Diego and possible implementation of a Joint Powers Agreement.

3. Espola Road:

The segment of Espola Road between Twin Peaks and Poway Road is projected to reach LOS E. Studies should be conducted to determine ways to increase capacity, reduce volumes or mitigate impacts on that segment after Scripps Poway Parkway is complete.

4. Poway Grade:

Interim improvements on Poway Grade, have included resurfacing, installation of turnouts, installation of guard rails, cleaning out the shoulders and installation of call boxes. These improvements will help keep the Grade operational during the time it takes to construct the expressway.

Under previous plans and TransNet (Proposition A), Poway Grade is to be widened to four lanes. If the expressway can handle sufficient volumes, this widening may not be necessary. Projections indicate that upon completion of the expressway, Poway Grade traffic volumes would be reduced to 13,000 vehicles per day, which is Level of Service E for a two lane road.

Further studies should be conducted once the expressway is completed to determine the necessity of widening Poway Grade to four lanes. In addition the concept of providing high occupancy preference on the grade will be studied.

Poway should work closely with regional authorities such as SANDAG, Caltrans and impacted communities before making a final decision.

5. State Route 125:

The City supports retaining the roadway segment of Route 125 connecting Scripps Poway Parkway to Santee. This segment does have the benefit of an adopted alignment.

Two hurdles need to be overcome to make this roadway a reality. First, funds need to be allocated toward this road. Second, the impacts to the open space buffer must be mitigated.

The Poway City Council should take the lead in determining alternative funding sources and working with the City of Santee, County of San Diego, SANDAG, Caltrans and the Mid-County Transportation Coalition. The coalition has established a subcommittee consisting of, among others, representatives from Santee and Poway to explore funding alternatives. However, currently there are no public funding alternatives. The City of Poway believes that one of the best available alternatives is private funding as a toll road. The state has recently established a program which makes it possible to build State Route 125 as a toll road.

The City should pursue this private funding alternative with the following considerations:

- a. Any toll road should use state-of-art technology to eliminate toll booth back-ups.
- b. To preserve the open space buffer, development should not be relied upon to pay for the road. State Route 125 should be constructed to meet or exceed Caltrans'

expressway standards.

The City of Poway should pursue the possibility of designating State Route 125 as a toll road in cooperation with the City of Santee, City of San Diego, County of San Diego, SANDAG, Caltrans and the Mid-County Transportation Coalition.

6. Sycamore Canyon Road:

Sycamore Canyon Road as shown on the Master Circulation Plan runs north from the Scripps Poway Parkway and connects with Espola Road at Poway Grade. Planning for Sycamore Canyon Road shall include consideration of offsetting it from the SR-125 alignment.

Since the mid-1950s, Caltrans has planned a freeway in this section of Poway. In 1981, Poway rejected the planned freeway. In the mid-1980s, Poway developed its current plan to construct the road as a four-lane arterial.

The Poway Transportation Task Force prepared a report in 1990 which studied the effects of deleting this roadway. This report indicates that elimination of Sycamore Canyon Road would have mixed results.

The most important benefits of deleting the road would be a substantial reduction in traffic and improvement in Level of Service (LOS) on all segments of Espola Road, but particularly between Twin Peaks and Poway Grade and west of Old Coach Road. This would also substantially reduce congestion at the seriously overloaded intersection of Rancho Bernardo Road and Pomerado Road.

Elimination of the Sycamore Canyon Road extension would improve LOS on the Scripps Poway Parkway, between State Route 67 and State Route 125.

The most important negative effects of eliminating the Sycamore Canyon Road extension would be to reduce the LOS on Pomerado Road, between Poway Road and the expressway and on Community Road, between Poway Road and Twin Peaks. In addition, it is expected that some increase in traffic on Poway Grade will result. Further study is required to determine the extent of this effect, based upon the assumption that Poway Grade is not widened to four lanes.

The task force recommended that, following completion of the Scripps Poway Parkway, further study be made of the pros and cons of removing the Sycamore Canyon Road extension from the plan and that the City Council authorize additional engineering work to address the problems identified in eliminating the road. The additional study will include determination of the effect of offsetting the alignment of SR-125 and Sycamore Canyon Road at Scripps Poway Parkway. In the meantime, the road should be left in the plan.

If after completion of further traffic projections and engineering studies to determine ways to minimize the adverse effects of eliminating the road, it is concluded that it would be advantageous to the City of Poway for the road to be eliminated, no final decision should be made before consulting with regional agencies and impacted local governments.

If on the other hand, it is decided that the road should remain in the plan, its alignment should be carefully planned, with public input to avoid disruption to the Garden Road area.

7. Garden Road:

Garden Road should not be connected with an upgraded, four lane Sycamore Canyon Road connecting to Scripps Poway Parkway as previously planned, due to projected volume increases on Garden Road and reduced LOS. Even without the connection to Sycamore Canyon Road, Garden Road is projected to operate at LOS E west of Neddick.

8. Poway Road:

Completion of Scripps Poway Parkway will divert regional through traffic from Poway Road. Projections indicate those traffic volumes on Poway Road will be LOS D between Pomerado Road and Garden Road. Other measures which will help reduce traffic congestion on Poway Road include combining driveway entrances to shopping centers, right turn pockets at specified locations, synchronized traffic signals using the computerized coordination programs, restricted left turn movements where there is no turn pocket and direct connections between shopping centers.

Poway Road west of Pomerado Road is currently LOS E. Studies to monitor traffic and determine ways to increase capacity, reduce volumes or mitigate impacts should be completed after Scripps Poway Parkway is complete.

9. Pomerado Road:

Pomerado Road is projected to operate at LOS C OR D in all segments except one. Traffic volumes on Pomerado Road between Poway Road and Scripps Poway Parkway are projected to result in a LOS E. Traffic volumes should be monitored in this segment over the next five years and the City should determine ways to increase capacity, reduce volumes or mitigate impacts in that segment after Scripps Poway Parkway is complete.

10. Twin Peaks Road:

Twin Peaks Road from Pomerado Road to Community Road is projected to operate at LOS C and E and would experience an increase in volume. Traffic volumes should be closely monitored after opening SR-56 to the west.

11. Route 603/604:

Route 603/604 is a road promoted by the Ramona Planning Group as an alternative for Ramona commuters who now travel through Poway. Route 603/604 would travel from Ramona west through the San Dieguito River Valley and connect with I-15 and Highland Valley Road. No alignment has been adopted, although it has been included in County plans for over 20 years.

Route 603/604 would run generally parallel to Route 78 from Ramona to Escondido. Although there have been plans to improve Route 78 through Escondido to Ramona, it appears unlikely to occur due to difficult terrain and other factors. Route 603/604 is a satisfactory

alternative to accomplishing the same purpose as the planned Route 78 improvements.

However, the proposed road would travel through the San Dieguito River Valley, which is currently being planned as an open space buffer to Poway's north. The task force does not support loss of that buffer and believes that the park authority's open space goals should be respected. An effort should be made to determine whether such a road can be planned within the open space goals of the park authority.

The Transportation Task Force recommended that the City support Route 603/604 because it would help reduce commuter through traffic. The Council and staff should work with regional authorities to pursue Route 603/604 in an environmentally sensitive manner.

12. The I-15 Corridor:

While the above-described proposals are designed to help relieve traffic congestion on Poway's local roads, commuters will continue to experience future congestion on I-15. The expressway would help route commuters through Poway, but long back-ups will occur at metered ramps at the I-15 on-ramps. The peak hour demand on I-15 will increase from 11,500 vph in 1990 to 17,100 vph in 1995 or a 50 percent increase. The City should monitor ramp meter performance and work with Caltrans to minimize congestion impacts.

During the next ten years, San Diego commuters will have to search for alternatives to the single-occupancy car.

If they do not voluntarily search for alternatives, they will find it is mandated by local ordinances in every city in the San Diego County Air Pollution Control District. The County Air Pollution Control Board is required to establish separate standards which, when implemented, will further impact commuters' desire to "ride alone."

13. Transportation Demand Management:

The use of transportation demand management, staggered hours and ride-sharing should not be limited to the business park, but should be encouraged in other employment centers in the area, where feasible. Poway should strive to improve mass transit facilities. Improvements to mass transit should coincide with transportation demand management.

It is important that Poway residents participate in transportation management programs provided by their employer. If large numbers of commuters were to car-pool even one day per week, traffic congestion on I-15 could be significantly reduced.

TRANSPORTATION SYSTEM COMPONENTS - MASTER PLAN

ROADWAYS

The Transportation Element incorporates needs that were identified in the previous section resulting in minimal changes to the basic road system that serves the developed portions of Poway today. Additionally, the completion of Scripps Poway Parkway will improve the overall flow on the Poway roadway system through the rerouting of regional traffic. Improvements that are suggested focus on measures to improve existing and future traffic flow on the major roads.

Table V-1 shows 1990 ADT, LOS, roadway lanes and classifications. Table V-2 and Figure V-1 illustrate the Poway Transportation Element Master Plan arterial system. The table includes projected future ADT, LOS and Roadway Classifications. Table V-3 includes local road classifications and their associated paved width and rights-of-way. Table V-4 includes standard street classifications and the design parameters associated with each classification. Finally, Figure V-2 shows the roadway cross section for each of the roadway classifications.

Modified Roadway Classifications

Certain areas of the City have evolved with street improvements that do not meet current urban street standards. The Modified Roadway Standards Map(Figure V-3) delineates these areas.

TABLE V-1
1990 ROADWAY CHARACTERISTICS

LINK	ARTERIAL	SEGMENT	LANES	CLASSIFICATION	EXISTING ADT	EXISTING LOS
1.	Scripps Poway Pkwy	W. City Limit to Pomerado Rd	6	Prime	(1)	-
2.	Scripps Poway Pkwy	Pomerado Rd to Community Rd	6	Prime	(1)	-
3.	Scripps Poway Pkwy	Community Road to SR-125	(2)	-	-	-
4.	Scripps Poway Pkwy	SR-125 to SR-67	(2)	-	-	-
5.	State Route 56	W.City Limits to Pomerado Rd	(2)	-	-	-
6.	State Route 56	Pomerado Rd to Twin Peaks Rd	6	Prime	3,000	A
7.	Camino del Norte	W.City Limits to Pomerado Rd	6	Prime	36,000	C
8.	Twin Peaks Road	Pomerado Road to SR-56	6	Prime	32,000	B
9.	Twin Peaks Road	SR-56 to Community Road	4	Prime	28,000	C
10.	Twin Peaks Road	Community Rd to Midland Rd	4	Secondary	16,000	B
11.	Twin Peaks Road	Midland Rd to Espola Rd	4	Major	17,000	B
12.	Community Road	Twin Parks Rd to Hilleary Rd	2	Major	14,000	E
13.	Community Road	Poway Rd to Hilleary Place	2	Major	14,000	E
14.	Community Road	Poway Rd to Scripps Poway Pkwy	2	Secondary	11,000	D
15.	Espola Road	W. City Limit to Valle Verde	4	Major	24,000	C
16.	Espola Road	Valle Verde to Old Coach Rd	2	Secondary	14,000	E
16a.	Espola Road	Old Coach Rd to Titan Way	4	Secondary	16,000	A
17.	Espola Road	Titan Way to Poway Road	2	Major	11,000	D
18.	Pomerado Road	Espola Rd to Bernardo Hts Pwy	4	Major	19,000	B
19.	Pomerado Road	Bernardo Hts Pwy to Twin Pks	4	Major	21,000	B
20.	Pomerado Road	Twin Peaks Road to SR-56	4	Major	21,000	B
21.	Pomerado Road	SR-56 to Poway Road	4	Major	20,000	B

LINK	ARTERIAL	SEGMENT	LANES	CLASSIFICATION	EXISTING ADT	EXISTING LOS
22.	Pomerado Road	Poway Rd to Scripps Poway Pkwy	4	Major	11,000	A
23.	Pomerado Road	Scripps Poway Pkwy to South City Limits	4	Major	7,000	A
24.	Poway Road	W. City Limits to Pomerado Rd	4	Major	43,000	E
25.	Poway Road	Pomerado Rd to Community Rd	4	Major	44,000	E
26.	Poway Road	Community Rd to Garden Rd	4	Major	38,000	E
27.	Poway Road	Garden Road to Espola Road	4	Major	15,000	A
28.	Poway Road	Espola Road to SR-67	2	Major	21,000	F
29.	Sycamore Canyon Road	Poway Rd to Scripps Poway Pkwy	2	Secondary	400	A
30.	Midland Road	Twin Peaks Road to Aubrey Rd	2	Collector	8,000	B
31.	Midland Road	Aubrey Rd to Edgemoor Rd	2	Collector	10,000	C
32.	Midland Road	Edgemoor Road to Poway Road	2	Secondary	13,000	E
33.	Garden Road	Poway to Sycamore Canyon Road	2	Secondary	10,000	C
34.	Hilleary Road	Community Road to Midland Rd	2	Collector	(1)	-
35.	Oak Knoll Road	Poway Rd to Pomerado Rd	2	Collector	8,000	B

(1) Current ADT and LOS information has not been obtained.

(2) Roadway not built or open to public in 1990.

TABLE V-2
TRANSPORTATION ELEMENT MASTER PLAN

LINK	ARTERIAL	SEGMENT	LANES	CLASSIFICATION	PROJECTED ¹ ADT	PROJECTED LOS
1.	Scripps Poway Pkwy ⁴	W. City Limit to Pomerado Rd	6	Prime	39,000	C
2.	Scripps Poway Pkwy ⁴	Pomerado Rd to Community Rd	6	Prime	46,000	C
3.	Scripps Poway Pkwy ⁴	Community Rd to State Rte 125	6	Prime	57,000	C
4.	Scripps Poway Pkwy ⁴	State Route 125 to SR-67	6	Prime	67,000	D
5.	State Route 56	W. City Limit to Pomerado Rd	6	Prime	52,000	D
6.	State Route 56	Pomerado Rd to Twin Peaks Rd	6	Major	30,000	B
7.	Twin Peaks Road	W. City Limit to Pomerado Rd	6	Prime	47,000	D
8.	Twin Peaks Road	Pomerado Road to State Rte 56	6	Prime	39,000	C
9.	Twin Peaks Road	State Rte 56 to Community Rd	6	Prime	64,000	E
10.	Twin Peaks Road	Community Rd to Midland Rd	4	Major	31,000	C
11.	Twin Peaks Road	Midland Rd to Espola Rd	4	Major	24,000	C
12.	Community Road	Twin Peaks Rd to Hilleary Rd	4	Secondary	30,000	C
13.	Community Road	Poway Rd to Hilleary Rd	4	Major	31,000	C
14.	Community Road ²	Poway Rd to Scripps Poway Pwy	4	Major	21,000	B
15.	Espola Road	West City Limit to Valle Verde Road	4	Major	34,000	D
16.	Espola Road	Valle Verde Rd to Twin Pks Rd	4	Secondary	31,000	C
17.	Espola Road	Twin Peaks Rd to Poway Road	4	Major	42,000	E
18.	Pomerado Road	Espola Road to Bernardo Heights Parkway	4	Major	31,000	C

LINK	ARTERIAL	SEGMENT	LANES	CLASSIFICATION	PROJECTED ¹ ADT	PROJECTED LOS
19.	Pomerado Road	Bernardo Hts to Twin Peaks Rd	4	Major	38,000	D
20.	Pomerado Road	Twin Peaks Rd to State Rte 56	4	Major	38,000	D
21.	Pomerado Road	State Rte 56 to Poway Road	4	Major	33,000	D
22.	Pomerado Road	Poway Rd to Scripps Poway Pwy	4	Major	42,000	E
23.	Pomerado Road	Scripps Poway Parkway to South City Limits	4	Major	34,000	D
24.	Poway Road	W. City Limits to Pomerado Rd	4	Major	41,000	E
25.	Poway Road	Pomerado Rd to Community Road	4	Major	37,000	D
26.	Poway Road	Community Road to Garden Road	4	Major	33,000	D
27.	Poway Road	Garden Road to Espola Road	4	Secondary	21,000	B
28.	Poway Road	Espola Road to State Route 67	4	Local Collector	13,000	B
29.	Sycamore Canyon Road ⁵	Poway Road to Scripps Poway Parkway	4	Major	47,000	D
30.	Midland Road	Twin Peaks Rd to Aubrey Rd	2	Local Collector	8,000	B
31.	Midland Road ³	Aubrey Rd to Edgemoor Rd	4	Arterial Collector	9,000	A
32.	Midland Road	Edgemoor Road to Poway Road	4	Arterial Collector	12,000	A
33.	Garden Road ³	Poway Road to Sycamore Canyon Road	2	Local Collector	15,000	E
34.	Hilleary Road	Community Rd to Midland Rd	2	Local Collector	-	-
35.	Oak Knoll Road	Poway Road to Pomerado Road	2	Local Collector	10,000	C

¹San Diego Association of Governments Series 7 General Plan Buildout²Additional Northbound Lane Between Poway Road to Metate Lane to Increase Capacity³Special Design Width⁴Partial Design⁵North Access to Garden Road

TABLE V-3
LOCAL ROAD CLASSIFICATIONS

<u>Road Classification</u>	<u>Paved Width (in feet)/Right-of-Way*</u>
<u>Urban Roads</u> (2 du/ac or more)	
Local Collector (1200 vpd to 2400 vpd)	40/60
Local (up to 1200 vpd)	36/54
<u>Semi-Rural Roads</u> (1/2 du/ac)	
Local Collector (1200 vpd to 2400 vpd)	40/56
Local (up to 1200 vpd)	36/50
<u>Dedicated Rural</u> (less than 1 du/ac)	
Local Collector (800 vpd to 2400 vpd)	28/52
Local (up to 800 vpd)	24/44
<u>Nondedicated Rural</u>	
Local Collector (800 vpd to 2400 vpd)	26/52
Local (up to 800 vpd)	20/40

* Additional right-of-way may be necessary at intersections as required by the City Engineer.

To maintain the rural character of these areas, full urban street improvements should generally not be required unless a proposed new development is of such a scale or nature to urbanize the area. For example, rural walkways may be used rather than concrete sidewalk and variations to usual street lighting and/or pavement width requirements may be acceptable. Where curbs are required for controlling drainage, concrete curb and gutters shall be constructed.

SCENIC ROADWAYS ELEMENT

Poway is fortunate to have many outstanding topographical and scenic features. Situated in a network of valleys, local residents have the opportunity to view several mountain peaks, including Mt. Woodson, Iron Mountain and Twin Peaks, in addition to other prominent ridgelines that penetrate into the developed area of the City. There are also several scenic areas that are combined with grasslands or riparian open space. In total, the peaks, ridgelines and open space areas represent a considerable public scenic investment which should be protected and enhanced.

SCENIC ROADWAY CONCEPT

The purpose of designating scenic roadways is to identify certain roads in Poway as having an obvious scenic value and to then provide guidelines to preserve that value. People often have an idealized picture of what constitutes a scenic roadway. They envision images of a pastoral, meandering roadway through the countryside or a rocky rambling road through the mountains. Most scenic routes do depend on natural landscapes for their aesthetic qualities; however, in Poway there also exists the need to preserve, enhance and to a certain extent "show-off" the community's rural history and image. Roadways that cross through these areas can also be considered scenic.

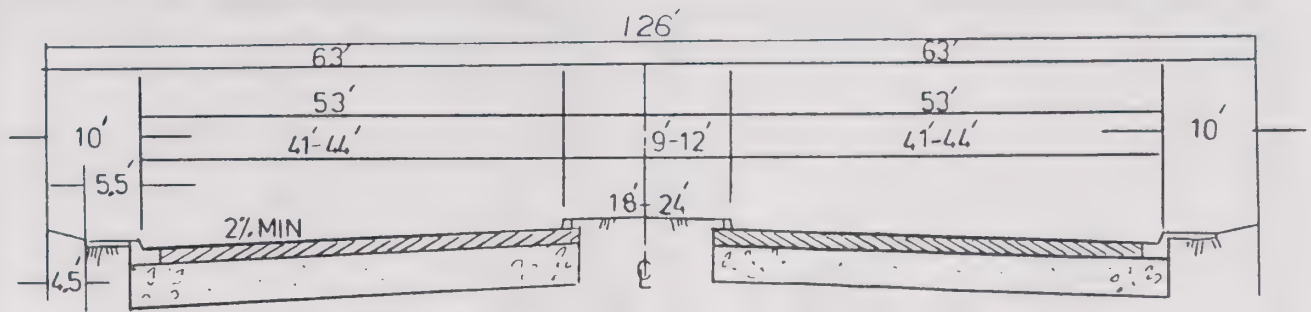
EXISTING REGIONAL SCENIC HIGHWAYS PROGRAMS

The State of California has an extensive statewide scenic highway program. California has many natural and man-made scenic features that have been preserved and can be viewed by travelers along the state's extensive road system. In the San Diego area, the designated and eligible scenic highways are primarily oriented toward either the Pacific coastline or the mountain and desert areas to the east.

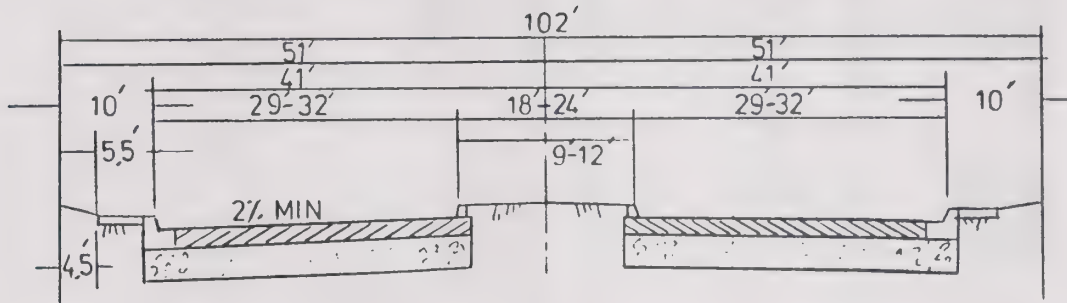
The County of San Diego has had a local scenic roadway program for several years. Through its Scenic Highways Element, it has designated several scenic routes. Most of these routes are local roadways that link state scenic highways. Within the Poway area, the County designated Espola Road from the western City limits to Poway Road; Poway Road from Espola Road to State Route 67; and State Route 67 in its entirety.

POWAY LOCAL SCENIC ROADWAYS

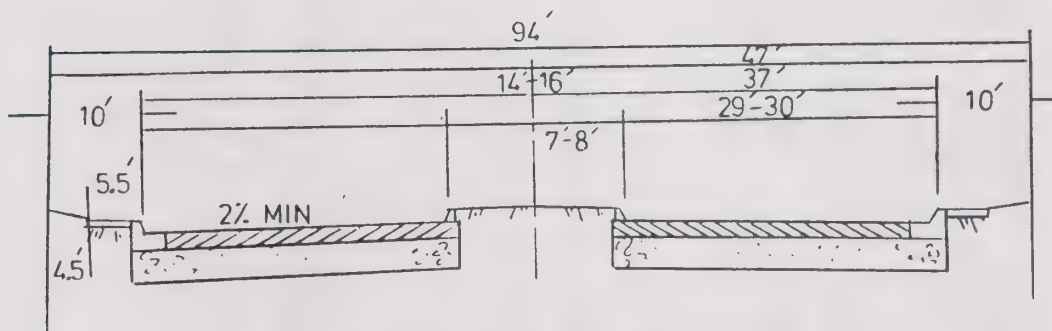
The City of Poway recognizes the need to continue the basic framework of the County's Scenic Highways Element by redesignating the County identified roadways as City Local Scenic Roadways. Poway has adopted its own guidelines for preserving the scenic aspects of these roads. Also, Midland Road between Hilleary Road and Twin Peaks Road has been designated as a scenic route because of the many historic and cultural features that exist beside the road that are of significant value to the City.



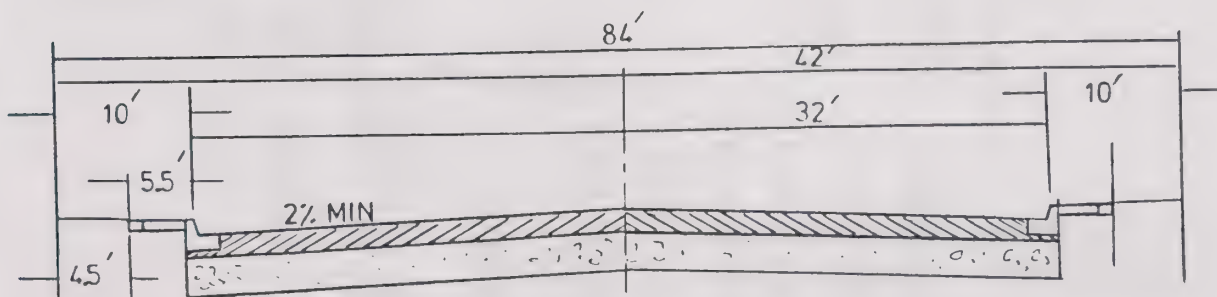
PRIME ARTERIAL



MAJOR ARTERIAL



SECONDARY ARTERIAL



ARTERIAL COLLECTOR

CITY OF POWAY

TRANSPORTATION ELEMENT STREET CROSS-SECTIONS

Figure V-2

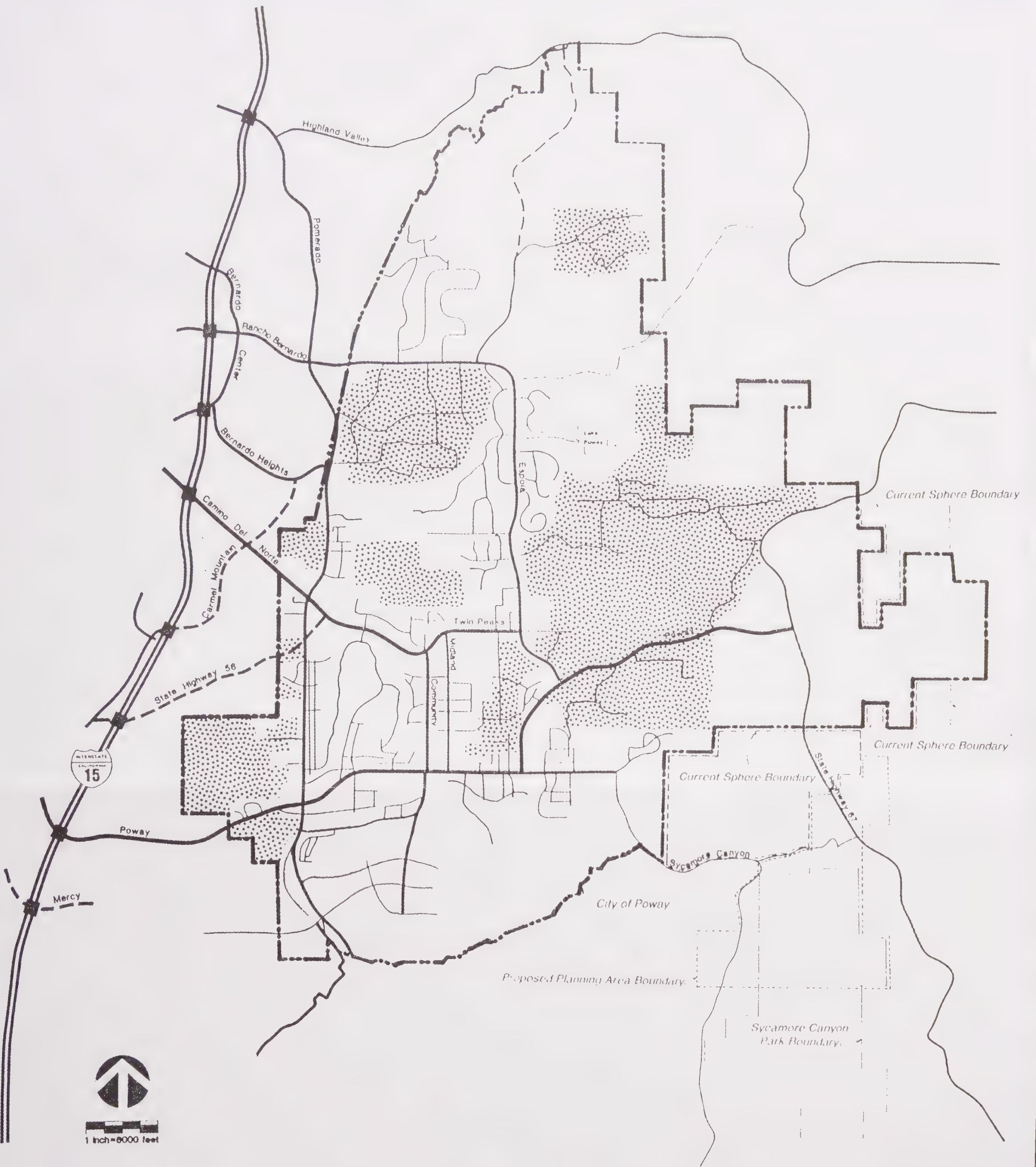
**TABLE V-4
STANDARD STREET CLASSIFICATIONS**

ROAD	PAVED/ RIGHT-OF-WAY WIDTH (FT/FT)	DESIGN SPEED MPH	DESIGN SERVICE VOLUME LOS "C" (ADT-THOUSANDS)	NUMBER OF THRU LANES	RAISED MEDIAN WIDTH (FEET)	BIKE LANES
Prime Arterial	106/126	55	45	6	18-24	Yes
Major Arterial	82/102	50	33	4	18-24	Yes
Secondary Arterial	74/94	45	30	4	14-16	Yes
Arterial Collector	64/84	40	24	4	0-14	Yes
Local Collector	50/70	30	12	2	None	Yes**
Residential Local Collector	40/60	25	2.4*	2	None	No
Residential	36/56	25	1.2*	2	None	No

* Design Volume Only - LOS Not Applied To Residential Streets

** Required If Designated As Bike Route

NOTE: Industrial Street Classifications Are Identified In South Poway Community Plan



LEGEND

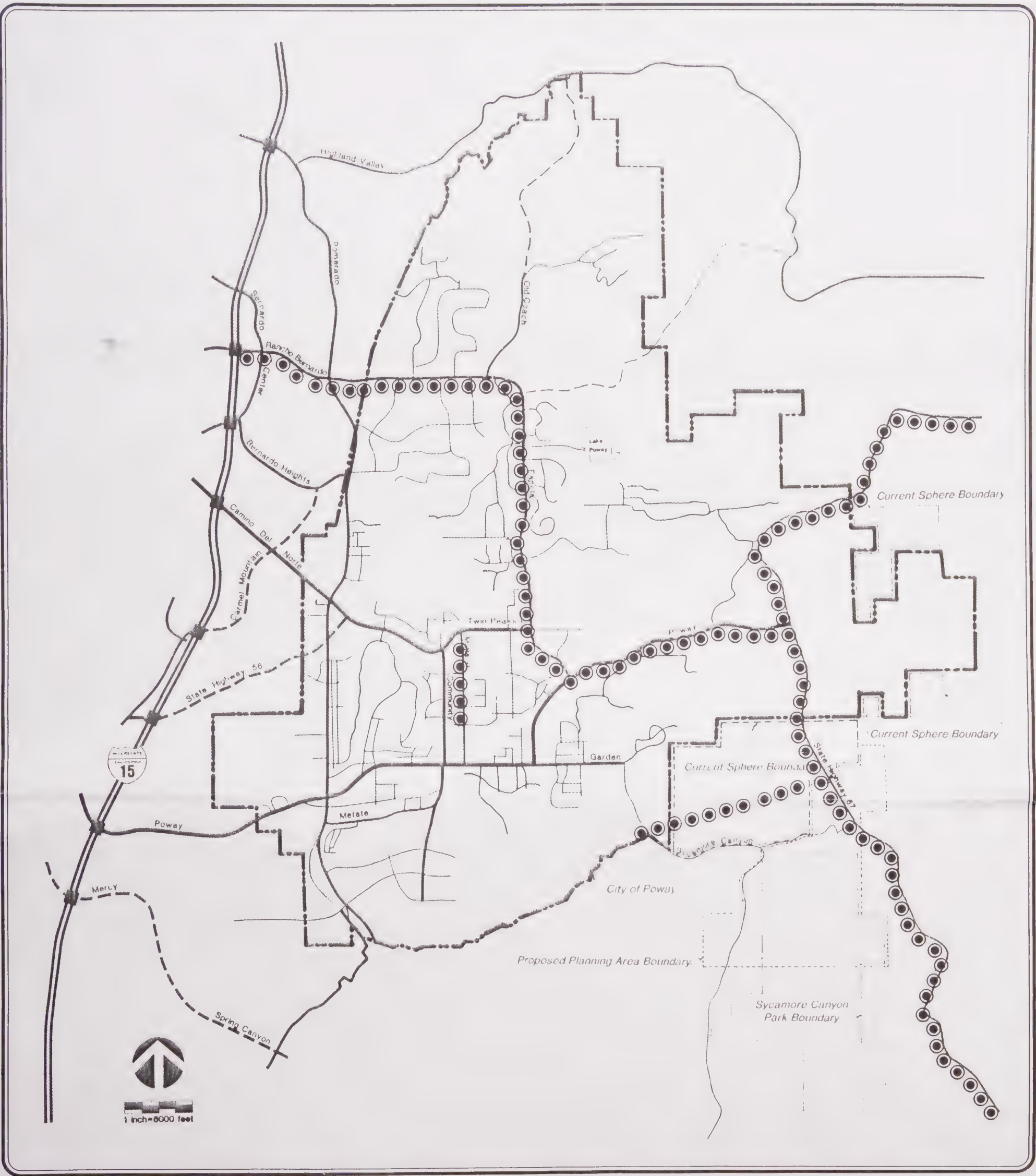


Areas subject to modified roadway standards

Modified Roadway Standards Map

Figure V-3





LEGEND

●●●●●●●●●● Denotes Scenic Roadway

Scenic Roadways Map

Figure V-4



The following roadways are designated as local scenic roadways:

Espola Road: Espola Road is probably the most scenic route in Poway. It typifies Poway's rural image and has several long-range vistas of Mount Woodson and Iron Mountain. There are also several aesthetic open space areas along Espola Road that have significant scenic value because of significant grasslands and oak and eucalyptus tree stands. Espola Road also is the entrance to the City's most significant park land area, the combined Lake Poway, Clyde E. Rexrode Wilderness Area and Blue Sky Ecological Reserve.

State Route 67: State Route 67 (SR-67) only travels through Poway for three and one-quarter miles, but the area is extremely scenic. SR-67 is located on a high mountain plateau along the foothills of both Mount Woodson and Iron Mountain.

Midland Road: Midland Road is the center of the Old Poway townsite. There are several historic structures on Midland Road, including the Kent House and the Plaisted Home (see the Prehistoric and Historic Resources Element for more information). Midland Road is also the center of the "Old Poway" area (a specific plan area with special design guidelines to enhance the historic character of the area) and is adjacent to Old Poway Park. The Prehistoric and Historic Resources Element recommends that the Midland Road area be designated as a historical significance area. The designation of Midland Road as a scenic roadway also assists in this effort.

Scripps Poway Parkway: Once completed, the expressway would connect Pomerado Road and State Route 67. The section between Sycamore Canyon Road and SR-67 will be particularly scenic and this section should be designated as scenic roadway.

Poway Grade: The section on Poway Road between Espola Road and SR-67 called the Poway Grade, affords travellers views of the Poway Valley, Twin Peaks, neighboring jurisdictions and mountains to the east which has resulted in the scenic roadway designation.

PUBLIC TRANSIT ELEMENT

MASS TRANSIT

The City of Poway currently provides various transit services and a park-and-ride facility.(Figure V-5)

Car Pooling: The City's main park-and-ride lot is located at the southwest corner of Community Road and Twin Peaks Road. Other lots should be constructed where convenient access to arterials can be provided.

Transit Services: Poway transit services provide transportation to an estimated annual population of 328,252 persons or approximately 1,000 persons per weekday.

Fixed Route: The City of Poway participates in the County Transit System (CTS) which provides fixed route services throughout the City.

Commuter Express: Poway's Commuter express bus provides service between Poway and downtown San Diego.

Dial-A-Ride: Special public transportation is provided to the elderly and the handicapped by a Dial-a-Ride service which utilizes lift-equipped vans for wheelchair accessibility. This service is operated through the American Red Cross and provides curb to curb weekday service.

Call-a-Ride: This service is also provided for Poway's senior and disabled citizens.

Airport Service: Lindbergh Field, which is located in the downtown area of the City of San Diego provides complete national and international air transportation services. Poway's airport service provides transportation to Lindbergh Field.

Gillespie Field, located south of Poway and the southern City of Santee boundary is a general aviation airport used primarily for business and recreational purposes.

Mass Transit: In 1984, SANDAG published a study of possible light rail routes in the county. The I-15 corridor was studied and projected to have ridership comparable to other routes being considered for light rail transit. However, SANDAG proposed express bus service using the HOV lanes for the I-15 corridor, pointing to the difficulty in constructing a trolley route up the I-15 corridor and the potential of thereby, losing the HOV lanes.

The Mid-County region must work short-term with the current plan of express bus service. However, at the same time an effort should be made to develop an effective long-term plan for mass transit.

1. Short-term use of bus service - In order to operate an efficient, well-utilized express bus system, a Transit Center in the South Poway Business Park should be planned. This Transit Center should serve as a regional bus depot center for the van-pooling and ride-sharing program operated by the business park Transportation

Management Association, and center linking local bus and van connections to the express buses. It would serve all Poway commuters, as well as provide a mass transit link for the thousands of workers commuting to the business park.

The South Poway Business Park could be considered a mass transit focal point for the Mid-County area: the segment of State Route 125 between the expressway and Santee will give the business park direct access to the trolley line. Express buses should be provided linking the industrial park to the trolley line. Consideration should be given to eventually extending light rail along the future Route 125 link to the industrial park.

The Transit Center should provide adequate parking and offer mini-bus service linking commuters to the Transit Center.

Existing bus service should be increased so that it is, in fact, a realistic alternative to light rail. That would include service on I-15; service on State Route 67; service to Sorrento Valley; and possibly, north to Escondido.

A transit center in the vicinity of Pomerado Road and SR-56 should also be considered.

2. Long-term Opportunities For Light-Rail - Bringing light rail service to the Mid-County region should be a high priority of the City of Poway.

There are two issues which need to be addressed. First, what route should be planned for light rail. Second, what mode of transit should be planned. In the past, the only studies conducted focused on bringing the trolley up I-15. However, the study should be broader.

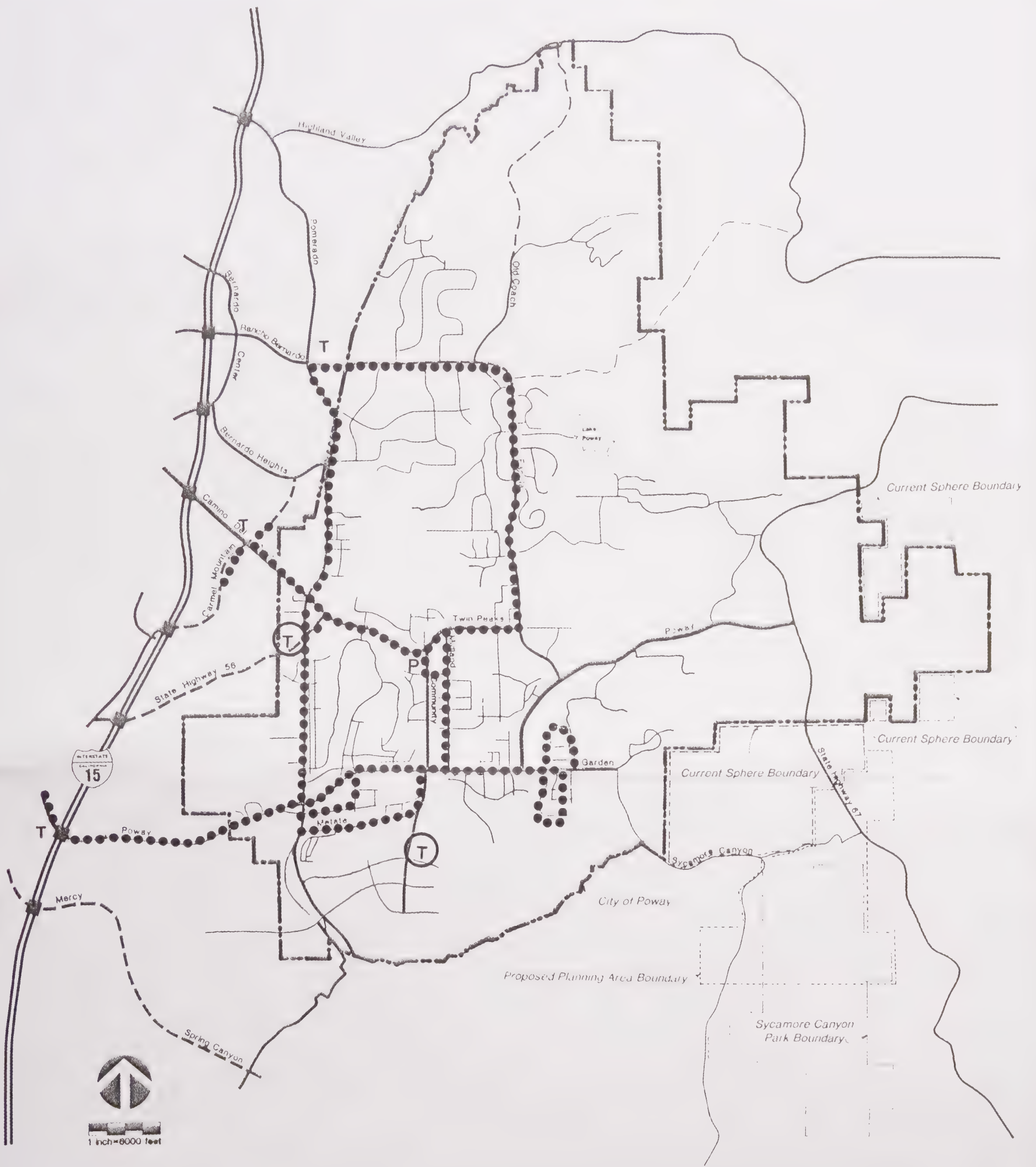
- a. Route Relocation - The I-15 corridor is not the only mass transit alternative. One disadvantage of that route is that mass transit commutes would be traveling the same route as commuters traveling to I-15. Other disadvantages are the lack of right-of-way, possible loss of the HOV lanes and station locations. These disadvantages were identified in the SANDAG report.

Although the I-15 corridor may in fact be the best route, there are other alternatives which should be considered. For example, bringing mass transit north from Santee trolley station to the South Poway Business Park should be studied. Extending mass transit east from the planned trolley station at Route 56 at I-5, so that it extends to the I-15/Route 56 interchange vicinity should also be studied.

Each of these alternatives would have the advantage of separating mass transit commuters from I-15 on-ramp congestion. They would not involve loss of the HOV lanes and stations could be easily located.

- b. Alternatives to the Trolley - Transit systems should be designed to meet the characteristics of the route chosen. In situations where an at-grade system is desired, a light rail mode such as the trolley may be better. The trolley, however, may not be suited environmentally and aesthetically to our region because of needed elevations, noise problems, traffic interference and lack of right-of-way.

In cases where an elevated system may be more appropriate than a ground-level system, a monorail may be a better system, both in cost and efficiency.



LEGEND

- T Transfer Point
- Transit Route
- P Park and Ride
- (T) Possible Transit Center Location

Transit Routes

Figure V-5



BIKEWAYS ELEMENT

The bicycle is not only an enjoyable means of transportation and recreation, but is also an extremely efficient means. The benefits of bicycle transportation and recreation are twofold: first, the rider enjoys physical and mental health benefits and second, the environment benefits by a reduction in the use of fossil fuels, and thus, air quality is improved. Additionally, potential roadway congestion is relieved to the degree that bicycle ridership occurs.

The City of Poway has developed numerous bikeways covering many miles through City streets and in the scenic off-road areas. The purpose of the Bikeways Element is to create a unified and functional system of bikeways that addresses the transportation needs of bicyclists in the community and provides a linkage with existing and planned bikeways in adjacent communities.

Definitions

The term "bikeways" is used to describe all facilities that are provided for bicycle travel. The three main classes of bikeways are:

- **Class I - Bike Path:** A right-of-way separated from the main street system designed to accommodate one-way or two-way bicycle traffic. Bike paths can be used to provide both bicycle commuter routes and recreational opportunities in scenic areas. Bike paths are particularly useful in eliminating barriers to bicycle travel such as major road systems not suitable for bicycle traffic. Bike paths are typically 10 feet wide and are identified by signage which states that the path is a "Bike Trail" and that "No Motor Vehicles or Motorized Cycles" are allowed.
- **Class II - Bike Lane:** An on-street facility designated by a solid white line striped along the right-hand side of the road, designed for one-way travel in the direction of motor vehicle traffic flow. Bike lanes are designed to enhance the safety and convenience of cyclists using the street system by defining a space on the road specifically for bicycle use. They generally form the backbone of the bikeways system. Bike lanes are typically 4 to 6 feet wide and are identified by signage that states that the lane is a "Bicycle Lane" and that "No Parking" is allowed.
- **Class III - Bike Route:** Identified on the road by signing only and no special pavement markings. Bike route signs are used to alert motorists to the presence of bicycles on the street to indicate alternative routes for bicycling to the major roads, and/or to close a gap in the bikeways system where bicycle paths or lanes are not feasible. Bike routes should be placed only on the more lightly traveled local collector streets. Bike routes are identified by a "Bicycle Route" sign.

Existing Facilities

Prior to Poway's December 1980 incorporation, bicycle lanes were established by the County of San Diego on Twin Peaks Road and on portions of Poway Road, Espola Road and Pomerado Road.

Since that time, Poway has created miles of bikeways throughout the City. The Bikeways Master Plan discusses the entire bikeway system envisioned for Poway.

THE BIKEWAYS MASTER PLAN

The Bikeways Master Plan designates the specific location of bike paths, lanes and routes on selected City streets and off-road areas. To assist in the determination of the most appropriate class of bikeway for each street, the following factors were carefully studied for the Parkway, Major, Secondary and Collector Transportation Element Streets.

- street classification
- pavement width
- number of traffic lanes
- average daily traffic volumes
- posted speed limits
- on-street parking

In general, bicycle lanes are recommended on the parkway, prime, major, secondary and collector streets. Bike routes are located on collector and local streets where they offer an alternative to bicycle riding on the primary and major arterials or lead to local traffic generators. Bike paths are recommended at park and recreation

areas, such as the path that has been built at Poway Community Park.

Below is a description of the bikeways which constitute the Bikeways Master Plan.

ON-STREET BIKEWAYS

1. **Avenida Florencia/Del Norte/Stone Canyon Road** (Espola Road-Pomerado Road)

These three residential collector streets form an alternative route for bicycle travel which avoids the busy intersection of Pomerado Road and Espola Road. A bike route is identified.

2. **Carriage Road** (Old Knoll Road - Starridge Street)

Carriage Road provides north-south access across Poway Road in the western portion of the City. Bicycle lanes are identified between Buckley Street and Starridge Street.

3. **Civic Center Drive** (Community Road - Bowron Road)

This collector street leads directly to the Poway Civic Center and the Poway Community Park and bicycle lanes are identified.

4. **Community Road** (Twin Peaks Road - Scripps Poway Parkway)

Community Road has minimal on-street parking and parallels Midland Road to the east. It is preferred for bicycle travel over Midland Road which currently has insufficient width

to accommodate bike lanes. Community Road intersects to the north with Twin Peaks Road and serves as an important citywide bikeway link. Bicycle lanes are identified on Community Road from Scripps Poway Parkway north to Twin Peaks Road, minus a short stretch north of Metate Lane where Community Road narrows and insufficient width for bike lanes exists. As Community Road is widened in this location, bike lanes are recommended to continue the link.

5. Espola Road (Poway Road - Western City Limits)

Espola Road ranges in size from 2 lanes to 4 lanes, though the General Plan calls for its eventual completion to 4 lanes along its entirety. Bicycle lanes are designated on the road from the western City limits to Poway Road; however, a section of the bicycle lanes disappears from Willow Ranch Road to Northcrest Lane where the road narrows. The City of San Diego has completed bike lanes from the western Poway limits to Pomerado Road. Bicycle lanes are recommended when roadway widening access on the narrow section.

6. Garden Road (Poway Road - Sycamore Canyon Road)

Several traffic generators occur on Garden Road, such as an elementary school, a park and single-and multi-family residences. Garden Road is being reconstructed to a 50-foot width with bike lanes

located on both sides. At its eastern end, between Sycamore Canyon Road and White Water Drive, its 40-foot pavement width is generally free of driveways and on-street parking at the curbs and bicycle lanes are recommended in this location.

7. Highway 67 (Within City Boundaries)

This road is under the jurisdiction of CALTRANS. As CALTRANS widens Highway 67, they stripe the shoulders, but do not sign them for bicycle use. CALTRANS allows bicycle use on these shoulders, however. The shoulders of Highway 67 in the Poway area have been striped.

8. Lake Poway Road (West End - East End)

This is a collector street leading to the Lake Poway Recreation Area and is used by recreational bicyclists. Bicycle lanes have been identified from Espola Road east to the park entrance.

9. Pomerado Road (South City Limits - North City Limits)

Pomerado Road is an important link between Poway, Rancho Bernardo, Scripps Ranch and Miramar and is used heavily by bicyclists. Several traffic generators are located on the street including three schools, a hospital, churches and several shopping areas. Bicycle lanes are identified on Pomerado Road from the south City limits to the north City limits and continue into the City of San Diego jurisdiction on the north.

One stretch of Pomerado Road north of Twin Peaks Road for approximately 300 yards is identified for bike lanes on the east side, but bike lanes do not occur on the west side. There is a raised, separated shoulder in this location where bicycles could go, but is shared with pedestrians as well. This stretch is recommended for bicycle lanes to complete the linkage.

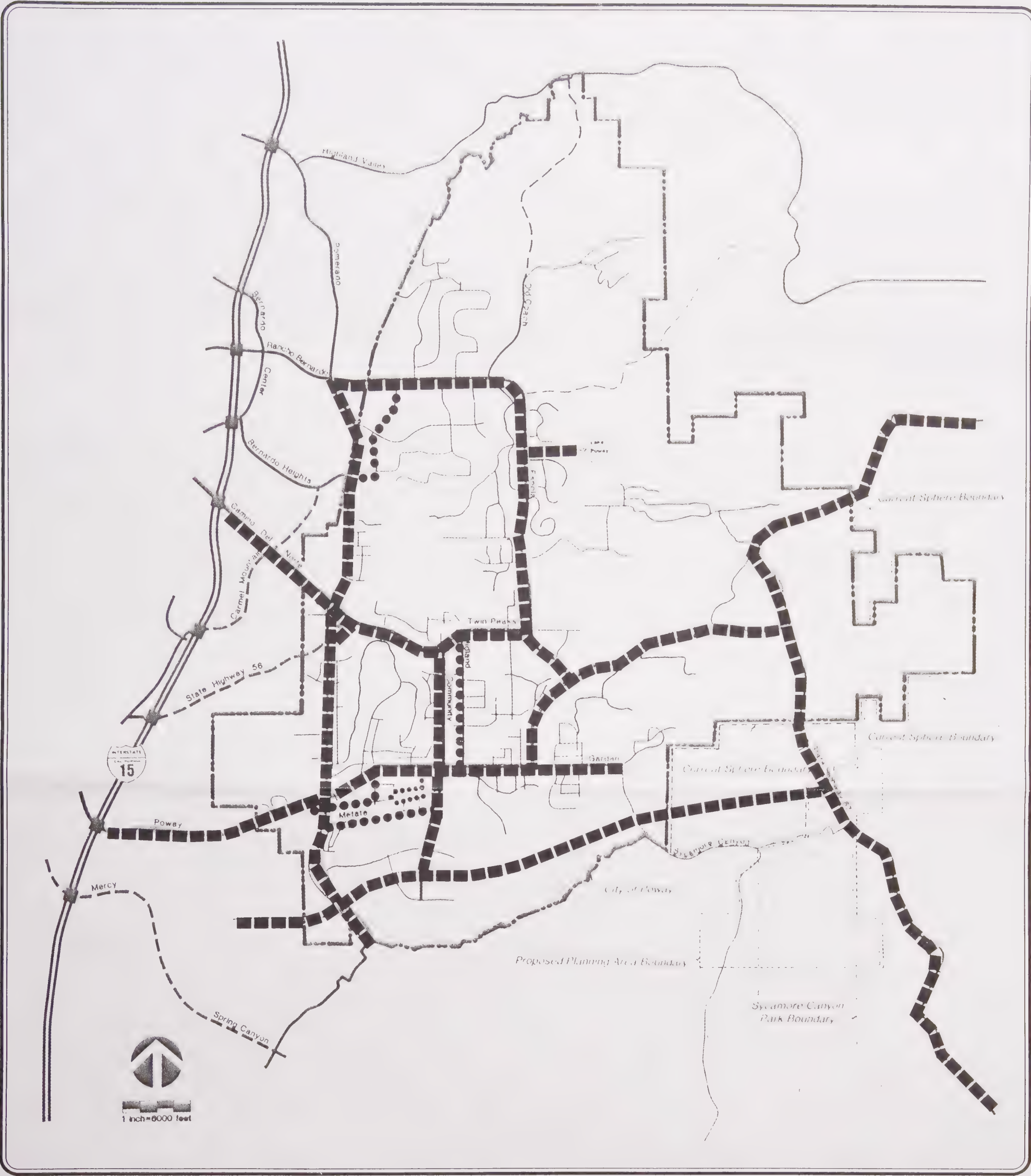
Poway Road beyond the western City Limits to Interstate 15 due to the development of the Sabre Springs development, situated to the west of Poway in the City of San Diego. Near the junction of Poway Road and Interstate 15, a bicycle path constructed by CALTRANS proceeds south along the east side of the freeway.

10. Poway Road (West City Limits - Highway 67)

Poway Road is heavily traveled by bicyclists and motorists in the City. In 1979, the County of San Diego established bicycle lanes on Poway Road between the western City Limits and Garden Road. The portion of Poway Road from Garden Road to Espola Road narrows from four to two traffic lanes and is moderately steep. Bicycle lanes have been striped from Garden Road to Sunrise Ranch Road, but as the road narrows, the lanes disappear. Bicycle lanes are recommended to complete the connection from Sunrise Ranch Road to Espola Road.

The scenic stretch of Poway Road from Espola Road to Highway 67 is a long and gradual climb attractive to hardy recreation riders. Present roadway configuration is largely inadequate for inclusion of bike lanes. In the future, with roadway improvements, bike lanes are recommended.

Bicycle lanes are also posted on



LEGEND

-  Bike Lane
-  Bike Route
-  Bike Path

Bikeways Master Plan

Figure V-6



11. Scripps Poway Parkway (West City Limits - East City Limits)

The Scripps Poway Parkway is planned as an expressway on the Transportation Element. Bike lanes are recommended along the entire expressway upon completion.

12. Twin Peaks Road (Western City Limits - Espola Road)

Twin Peaks Road extends from Espola Road westward to Pomerado Road, there becoming Camino Del Norte as it extends into the City of San Diego. The road accommodates through traffic to I-15 for the mid-City area. Bicycle lanes have been identified on Twin Peaks Road to allow greater movement throughout the City.

13. SR-56 (Western City Limits - Pomerado Road)

This section of SR-56 provides a major link between Pomerado Road in Poway and North City Parkway (SR-56) in the Carmel Mountain Ranch area of the City of San Diego. Bike lanes are designated on SR-56 in the Poway area, and on North City Parkway.

14. Metate Lane (Pomerado Road - Community Road)

In conjunction with Community Road, this light collector street offers an alternative to bicycling on Poway Road. It serves bicycle riders in the mobile home park and provides additional access to the

Poway Civic Center. A bicycle route is recommended due to the number of driveways, on-street parking and narrow roadway widths.

15. Midland Road (Poway Road - Twin Peaks Road)

This secondary level street has mixed residential and commercial uses including the City post office, an elementary school and the historic area of "Old Poway". On-street parking, numerous driveways and inadequate pavement width result in the recommendation for a bicycle route here. Community Road, which closely parallels Midland Road, has sufficient width for bike lanes and presents a suitable alternative for establishing bike lanes.

16. Oak Knoll Road (Poway Road - Carriage Road)

This local collector street, in conjunction with Carriage Road, offers an alternative to bicycling on Poway Road. A bike route is recommended due to on-street parking and numerous driveways.

17. Bowron Road (Poway Road - End)

This street leads to an elementary school the Civic Center, and the Poway Community Park. A bike route is recommended.

18. Sycamore Canyon Road (Garden Road to Scripps Poway Parkway)

As Sycamore Canyon Road is developed (and future SR-125 - potentially at this location), bike lanes are recommended to connect bike lanes along Scripps Poway Parkway and Garden Road.

order to maximize roadway construction and labor costs.

- Bikeways shall be incorporated wherever appropriate into areas of new development as this is the most cost-efficient opportunity to provide for such facilities.
- The City shall pursue various local, state and federal sources of funds for the implementation of bikeways, including the TransNet funds. The City shall also agree to maintain its bicycle facilities once established. Whenever possible and economically feasible, the City shall cooperate with surrounding jurisdictions in planning and implementing subregional and regional bikeways.
- Lastly, the Bikeways Master Plan shall be periodically updated to reflect new developments and/or alterations of the City of Poway General Plan Transportation Element which would require corresponding changes or additions to the bikeway system.

OFF-STREET BIKEWAYS

1. Bike Paths, The Poway Community Park Bicycle Path provides an ideal location for this recreational use. It serves all park users including visitors to the Community Center and children from adjacent Valley Elementary School. The bicycle path is approximately a mile long loop around the park boundaries. If feasible, the path could be extended to link the park with the Poway City Hall and with neighborhoods located to the west of the park across Poway Creek.
2. The Lake Poway Park area should be studied for development of a bike path that would link with the existing bike lanes on Lake Poway Road east of Espola Road.

IMPLEMENTATION

Bikeways shall be implemented in the City of Poway in accordance with the Bikeways Master Plan, City design standards and the general criteria listed below:

- Bikeways shall be instituted whenever possible in conjunction with proposed street construction or redevelopment in

DESIGN STANDARDS

All proposed bikeways for the City of Poway shall be designed and constructed in conformance with requirements highlighted in the CALTRANS Manual, "Planning and Design Criteria for Bikeways in California." Adherence to these standards is recommended for two reasons: 1) for the City to be eligible for state funding of bikeways projects; and 2) in order to construct a safe and uniform bikeways system that complies with accepted state standards.

Bikeways should be well identified by bikeway signs. Bikeway signs should include the following information:

- a. Supplemental "BEGIN" and "END" plates to identify the starting and ending points of bikeways.
- b. Destination plates that inform bicyclists of the activity centers that the bikeway leads to (e.g. To Rancho Bernardo, To SR-67, To Poway Community Park, etc.). Destination plates should identify places that are major traffic generators such as neighborhoods, educational institutions, commercial centers, recreation sites, transit centers, etc.
- c. Arrows under bikeway signs to notify bicyclist where the bikeway changes direction.
- d. Bikeway signs placed at the far side of intersections when bikeways cross major streets to confirm that the bicyclist is still on the designated bikeway.
- e. If none of the criteria listed above is applicable, bikeway signs should be spaced at one-half mile intervals.

MAINTENANCE

The City should adequately maintain bicycle facilities. The operability of bicycle paths, lanes and routes is dependent upon regular street maintenance as bicyclists will avoid bikeways littered with glass, dirt and other roadside debris.

Bicycle lanes and routes can be well maintained as part of the regular City

street maintenance program. Pavement markings, including bike lane striping and stenciling, should be repainted on an as-needed basis. All City streets are swept once a month except for major roads, which are swept twice monthly.

Bicycle paths are more difficult to maintain due to their placement apart from the maintained street system. Special maintenance equipment may be required for cleaning if the width of the path cannot accommodate standard street sweepers.

BIKE PARKING

A need exists for secure bicycle parking at key traffic generators throughout the City. Provision of bicycle parking not only prevents theft, but helps to promote bicycle use. Properly situated bicycle racks and lockers effectively discourage parking in undesirable areas by offering a more convenient and safe place to lock a bicycle. Parking should be located near building entrance ways where it will receive the highest use and most conveniently serve the public.

The two most common types of bicycle parking facilities are bicycle racks and bicycle lockers.

Bike racks provide temporary secure bike parking. Ideally, bike racks should allow bicyclists to lock both wheels and the frame of the bike to the rack without the use of chains or cables. The rack should be visible to passers-by, but should not obstruct pedestrian flow. A bicycle parking sign should be located at the rack.

Bike lockers offer greater security against

theft or damage by enclosing a bicycle within a locked box. The lockers are most useful to cyclists who must leave their cycles unattended overnight or during a workday.

Occasionally, state funding is made available to cities for the purchase of bicycle racks and lockers. The City should actively pursue funds to establish bike parking at public locations such as the Poway City Hall, the Community Center, Lake Poway and the Poway Community Park. In addition, the City should encourage the provision of bicycle parking at local businesses, schools and shopping centers. It should be noted that Senate Bill 321 allows tax credits for employers who provide bicycle parking, showers and locker rooms for their employees.

BICYCLE REGISTRATION

The City has adopted a bicycle registration ordinance. Bicycle licensing acts as a deterrent to theft, speeds the return of stolen bikes (recovered in Poway or anywhere in the state) and can aid in identifying an injured cyclist.

Bicycle registration is administered by Poway Sheriff's Department. The Sheriff's Traffic Section distributes registration materials to all of the schools, thus providing free and convenient registration.

Bicycle safety information and bikeway maps should be available to the public during registration. Revenue from the bike licenses that exceeds the cost of materials may be used to finance educational programs or go towards paying to hire a traffic safety officer or

towards structuring and maintaining bicycle facilities.

BICYCLE SAFETY

The Poway Sheriff's Station has initiated bicycle safety programs in the local elementary and middle schools in cooperation with Safe Moves, a company contracted by the City to give safety programs and bicycle rodeos. Children are given a safety program in the auditorium which emphasizes the use of helmets, proper attire and checking of equipment.

Additionally, supervised "bicycle rodeos," are given twice a year. The bike rodeos are used to test each child's bicycling skills and teach proper bike maintenance. They also present an excellent opportunity for the Sheriff's Department to license bicycles. The rodeos are supported by local service groups, as well as by the City and Sheriff's Department.

The City should continue to support the bicycle safety programs in the schools and should actively support the use of helmets. Most serious bicycle accidents and deaths occur due to head injuries, many of which could be prevented by the wearing of helmets. (Approximately 85 percent of bike related deaths are due to head injuries and bicycle injuries account for 22-25 percent of all significant brain injuries to children under age 14). The City should incorporate the free information available from the Automobile Club in its safety program. Free materials include films on bicycle safety, pamphlets and a trailer which visits schools that distributes information and checks for proper bicycle maintenance.

The City should also publicize in local newspapers that May is Bicycle Awareness Month and should emphasize bicycle safety during May by providing one of the two annual rodeos during this month, and promoting purchase of helmets at local bike stores. The City should encourage the strict enforcement by law enforcement officials for the safe operation of bicycles on City streets. The most dangerous violations committed by bicyclists are riding against traffic, failing to stop at stop signs and signals, turning without looking for automobiles and riding at night without a light. The most common infringements by motorists are executing turns without checking for bicyclists and parking in restricted bike lane areas.

SOURCES OF FUNDING

There are a number of state and federal grants available to cities for the implementation of bicycle facilities. Grants may be obtained for bikeway design and construction, organization of bicycle safety and enforcement programs and promotion of bicycling activities. Some grants require matching funds while others will satisfy a percentage or all of the project costs.

Application for Transit Development Act (TDA) and TransNet funds is made through the San Diego Association of Governments' (SANDAG) Bicycle Facilities Committee (BFC). The BFC coordinates bicycle planning for the region and reviews all TDA and TransNet claims for consistency with regional bikeway plans, CALTRANS design standards and other pre-established criteria.

Also each year, the California Department of Transportation (CALTRANS) receives Federal Aid Urban (FAU) and Bike Lane Account (BLA) monies for the implementing non-motorized transportation projects. After consulting with local cities and the county, CALTRANS develops a priority listing of bikeways projects to be constructed in the region.

The Federal Highways Program, the Department of Housing and Urban Development and the Department of Energy provide funds directly to cities for design and construction of commuter-oriented bikeways. Funds for recreational bikeways projects may be acquired through the Department of Interior's Land and Water Conservation Program or the Department of Development Program. Traffic Safety Grants are available from the National Highway Traffic Safety Administration and the Department of Health, Education and Welfare. These monies may be used to initiate bicycle safety programs or to hire a bicycle traffic safety officer.

PEDESTRIAN FACILITIES ELEMENT

TRAILS

INTRODUCTION

The popularity of hiking and horseback riding has increased significantly in recent years. This trend is especially evident in Poway due to the extensive areas of surrounding open space and its pleasant year-round climate. Opportunities exist within Poway for the provision of trails for transportation and recreation use. Horseback riding, hiking, jogging, running and walking can all be accommodated in some way within the City.

The objective of the trail system is to delineate an overall uniform network of interconnecting trails which are integrated with recreation areas, parks, open spaces, schools, residential and commercial areas and equestrian centers. (Figure V-8) The overall concept is based upon three trail components:

Regional trails are the backbone of the system. They are extended, long distance corridors that serve as the main connectors to regional parks, scenic canyons and foothills that are both within and beyond the Poway city limits.

Community trails provide the user with access to the regional trails and community facilities such as Lake Poway; Blue Sky Ecological Preserve, Rancho Arbolitos Park, Garden Road Park; local equestrian centers; elementary, junior and senior high schools; and shopping centers. Community trails extend along waterways, utility corridors, public rights-of-way, easements and along the sides

of local streets. These trails form loops of varying length and unify the local feeders trails.

Local feeder trails (not identified on Figure V-8) are contained within local developments and subdivisions and enable the user access from their residential area to the community or regional trails, other residential neighborhoods, schools and parks. Emphasis is to be placed on establishing appropriate local feeder trails at the time of subdivision development review approval.

The City has completed a *Trails Guide* (November 1989) which identified the location of the completed and future trails of the Master Plan of Trails and provides detailed information on the 14 completed trails. Vegetation habitat types and general hiking and riding tips are also included.

EQUESTRIAN AND PEDESTRIAN TRAIL STANDARDS

Figure V-7



TRAIL

RIGHT-OF-WAY

- . Regional Trail 20 FT.
- . Community Trail 15 FT.
- . Local Feeder Trail 10 FT.

SURFACE STANDARDS

- . Native Material
- . Decomposed Granite - Where poor soils or drainage problems exist.

FENCING

- . Treated Lodgepole Pine
- . Six foot high
- . Two rail
- . Fifteen feet between fences
- . Required when the trail bisects or borders private property, a concrete drainage channel, or steep fillslope.
- . Variances shall be subject to the approval of the Director of Public Services.

LANDSCAPING

- . Tree species should conform to the list of City street trees.
- . Non-poisonous plant material
- . Drought tolerant
- . Low maintenance

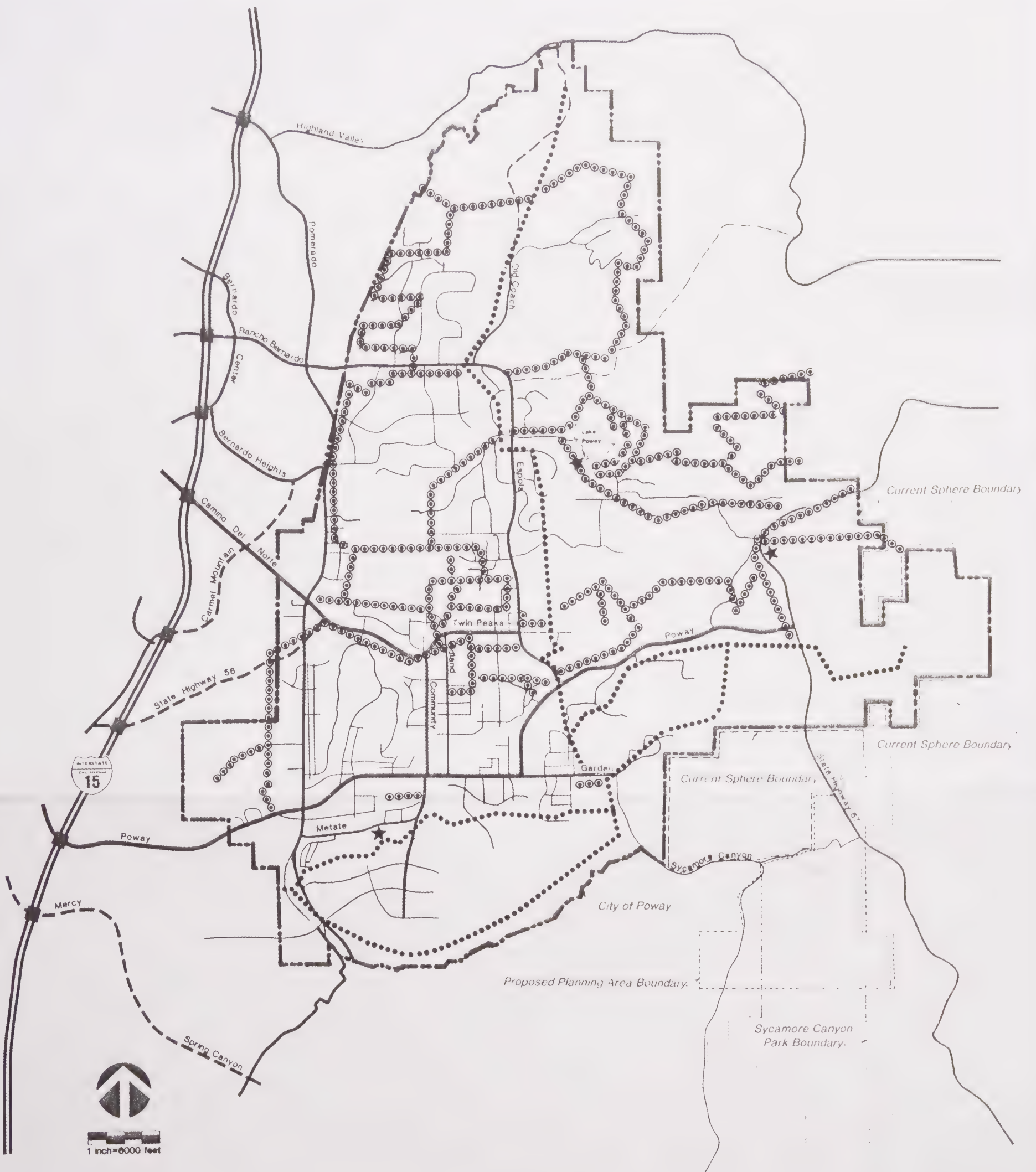
SIGNING

- . Constructed from redwood
- . Design should follow criteria found in the City's Landscape Guidelines.
- . Indicate trail name/number and mileage to destination.
- . Locate at trail entrance, intersections, staging areas and equally spaced along the trail.

DESIGN CONSIDERATIONS

- . Trail construction should take safety and convenience of trail user as primary concern.
- . Trails should avoid heavy congestion and hazardous topographic conditions.
- . Trails should follow the natural terrain.
- . Trail entrances should be designed to discourage motor vehicles.
- . Staging areas and rest areas should consider the installation of hitching posts, benches and drinking fountains.





LEGEND

- Regional Trails
- Community Trails
- ★ Staging Areas

Hiking & Riding Trails

Figure V-8



PATHWAYS

Walking can be considered peoples most basic form of transportation. It is only by foot that we can get to most of our destinations, for we need to walk to get to our cars and to transit and again after we leave the parking space or get off the transit vehicle. Walking is also the only practical form of transportation for the many members of our society who cannot drive, especially the young, the elderly and some handicapped persons. In addition, the health benefits of walking are well recognized and an increasing number of people are walking for exercise. For relatively short trips walking can also be a substitute for auto and transit and such trips can be encouraged if pleasant and efficient pedestrian pathways are provided. However, few American cities have systematically designed and developed pedestrian pathways.

Pathways can be defined as pedestrian ways that are effectively separated from automobile traffic. Most sidewalks do not, therefore, qualify as pathways for normally they are located adjacent to traffic lanes. Such a location does not encourage pedestrian use, because slow moving walkers do not mix well with automobiles, buses and trucks that are moving at 30 to 55 miles per hour just a few feet away. Often sidewalks also offer only a roundabout way to get places, as they follow streets that are themselves usually laid out in non-grid patterns. On the other hand, pathways can encourage people to travel on foot, especially if they are well designed with such amenities as pleasant landscaping

and benches, and if they provide direct routes between major points of trip origin and destination.

Poway has a number of pathway links; however, existing pathways are scattered in different parts of the city and therefore do not constitute a true system. In addition, no systematic inventory of the City's pathways exists. Such an inventory can be a first step toward designing a master plan, with the ultimate goal of developing a true system of high quality pathways linking Poway's main residential areas with the major shopping, recreation and employment centers in the City. This will bring us closer to producing a pedestrian-accessible landscape, which can be a long-term goal for Poway.

RURAL WALKWAYS

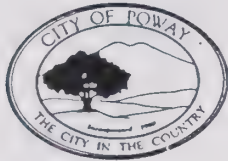
Poway has many residential neighborhoods with a distinctive rural character--large lots, open space and winding roads. In residential areas such as these, standard, concrete, curb-adjacent sidewalks could detract from the rural quality of the neighborhood. Nevertheless, it is desirable to provide a place where people can safely and comfortably walk other than in the street.

In residential areas, "rural walkways" would provide an option to concrete sidewalks. Rural walkways are defined as smooth, compacted-surface paths at least five feet in width placed within the public right-of-way on dedicated streets or adjacent to the roadway on private streets. While a curb would not be required, the path should be separated from the road in some way (for example, by landscaping or by being raised somewhat).

To adequately provide for safe walking, a sidewalk or rural walkway should be required on each side of all streets and roads.

Figure V-9

RURAL WALKWAYS



APPLICATION

To be used as an alternative where a concrete sidewalk could detract from the rural character of the area.

LOCATIONS

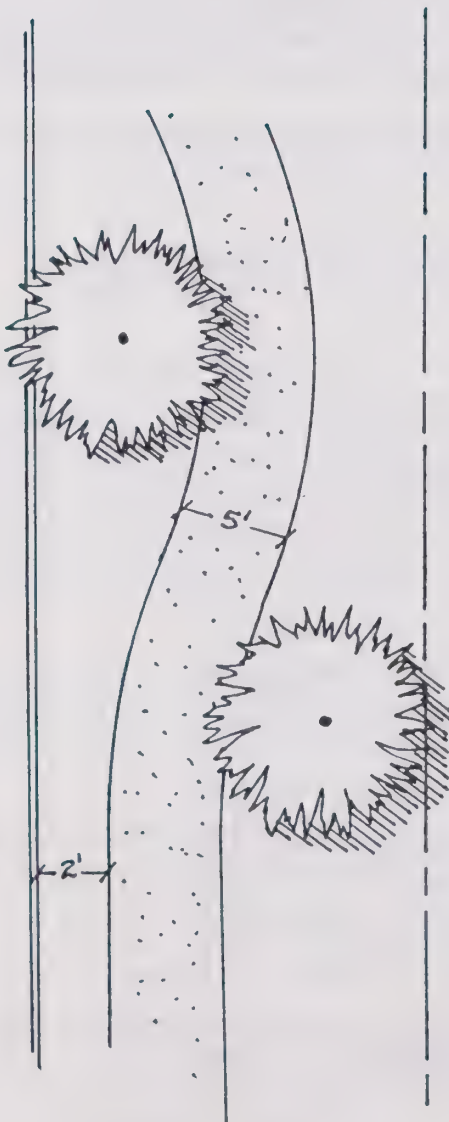
- . Parks
- . Rural areas
- . Urban areas
- . Between residential neighborhoods, schools, and commercial areas.
- . Within landscape maintenance districts

DESIGN

- . Follow natural contours
- . Meander when possible
- . Curb adjacent when limited by space
- . Size, material and location to be compatible with the surrounding area.

SURFACE STANDARDS

- . Native material
- . Decomposed granite - when poor soils drainage problems exist.
- . Five foot minimum width
- . Redwood headers required when decomposed granite is used.
- . Alternative materials subject to approval of the Director of Planning Services.



GOALS, POLICIES AND STRATEGIES

The goals, policies and strategies shown below are those that relate directly to issues discussed in the Transportation master element. The various elements of the General Plan are intended to be consistent with each other and should be interpreted to be consistent. Goals and policies contained in other elements will also support those included here. A complete listing of all goals, policies and strategies is contained in Section II of this General Plan.

GOAL II. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER AND IMAGE OF THE CITY.

Policy C - Land Use and Transportation

Ensure that the City's transportation system does not become overburdened.

Strategies

1. Avoid approving any development that will increase the traffic on a City roadway above the existing design capacity at Level of Service C unless traffic/roadway design mitigation is available and/or will be implemented to achieve the desired Level of Service. Or if no feasible alternatives are available, cumulative land use impacts on roadways should be assessed to ascertain the contribution of each new use being considered.
2. Prohibit development which will result in Level of Service E or F at any intersection unless no feasible alternatives exist and an overriding public need can be demonstrated.
3. Developments which will result in a concentration of people (such as multiple-family residential developments) should be located in proximity to commercial services and along primary roadway corridors or in other locations of high transit potential or access.
4. Continue to develop neighborhood parks in proximity to residential areas to encourage pedestrian travel to recreation facilities.

GOAL VI. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE A SAFE, REALISTIC, EFFICIENT AND INTEGRATED TRANSPORTATION SYSTEM TO SERVE THE PRESENT AND FUTURE MOBILITY NEEDS OF ALL THE RESIDENTS OF POWAY.

Policy A - Streets

An efficient system of streets, which together with appropriate Traffic Demand Management and Traffic Systems Management techniques will allow vehicular traffic to maintain Level of Service C or higher should be designed and constructed. Roads should be designed to meet the needs of the residents of the community without detracting from the rural setting of Poway.

Strategies

1. The financing of improvements to the City circulation system made necessary by development shall be borne by the developer of the project.
2. Landscaped medians should be constructed in roadways adjacent to commercial areas to direct traffic flow and provide a more scenic roadway area.
3. Access to commercial areas should be provided through a minimum number of points of ingress and egress.
4. Prepare traffic engineering and/or studies for the upgrade of:
 - Espola Road;
 - Poway Grade between Espola Road and SR-67 (should occur after completion of the Scripps Poway Parkway in order to consider the need for the upgrade to state route status);
 - Twin Peaks Road between Community Road and SR-56;
 - Community Road between Aubrey and Hilleary;
 - Sycamore Canyon Road between Scripps Poway Parkway and Poway Road;
 - Poway Road west of Pomerado Road.
5. The road network is based on a graduated road classification system as described in the Roadways Element of the Transportation master element.
6. The design of roads and traffic controls shall optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access and frequent stops on arterial roadways.

7. The City shall provide adequate levels of maintenance of all improved components of the transportation system, including roadways, sidewalks, bicycle facilities and roadway drainage systems.
8. No street shall be permanently closed without prior analysis, including environmental review, which addresses increases in traffic on other streets which would be created by the closure.
9. If a roadway is included on the Bikeways Master Plan, the paved widths shall accommodate bicycle lanes at a minimum of four feet, only where the preferable five feet is not feasible. Bicycle lanes shall take precedence over on-street parking if the right-of-way or paved width is restricted. Bicycle lanes between the right travel lane and parking are allowed.

Residential Roads

10. Residential roads should be designed to discourage non-local traffic. Devices such as landscaped encroachments or medians may be used to inhibit general traffic in local areas.
11. Non-local traffic shall be discouraged by the graduated street system and, if necessary, by traffic modification devices such as:
 - "necking" or narrowing the street at strategic locations such as intersections or neighborhood entrances;
 - narrowing the overall street width and adding extensive landscaping in the right-of-way to give the impression of a private road; and
 - altering the directional flow of the traffic with traffic circles, bollards or wood barriers with adequate landscaping and directional signs.
12. In the event that the traffic on a local road, particularly within a residential neighborhood, has or may exceed 3,000 vehicles per day as a result of a new development proposal, the City should require or commission a local traffic survey to indicate or provide mitigation measures to decrease traffic levels.
13. Residential streets shall be designed to follow the natural contour of the land wherever feasible to avoid unnecessary landform alteration.
14. When considering circulation patterns and standards, primary consideration shall be given to the preservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter shall have priority.

Access to Arterials

15. Access to all primary and major arterials should be restricted to approved points of ingress and egress through relinquishment of access rights to the City.
16. Local roads should be used for access to primary and major arterials. Where direct access to a primary or major arterial is necessary, access shall be limited to one point for 300 feet of frontage or one point per parcel, if a parcel has less than 300 feet of frontage.
17. Combined access between adjacent properties shall be considered prior to the allowance of access to a primary or major arterial to reduce the overall number and frequency of access points. Reciprocal access agreements shall be encouraged.
18. Driveways and entries near intersections along arterial roadways should be located a minimum of 100 feet from the end of the curb return.
19. Access points shall be coordinated with existing or planned access points on the opposite side of the road and the breaks in medians.

Emergency Routes

20. Emergency response routes shall be identified as a basis for implementing a traffic signal preemption system designed to reduce emergency vehicle response time.

Scripps Poway Parkway

21. A four year goal (1991-1995) is set for completion of the Scripps Poway Parkway, it is the highest priority roadway project in the City and explore state route designation.
22. The intersection of SR-67 and SR-125 with the Scripps Poway Parkway shall be planned ultimately as interchanges.
23. The Scripps Poway Parkway should be constructed at six lanes in its entirety and should meet Caltrans' expressway standards.
24. The City of Poway shall work with the City of San Diego to ensure completion of the Scripps Poway Parkway from Pomerado Road to Interstate 15.

25. The City of Poway should work with the region to improve the interchange at I-15 and Mercy Road to increase its capacity.

State Route 125

26. Support State Route 125 between the Scripps Poway Parkway and State Route 52 in Santee.
27. Work with Caltrans, SANDAG, the Mid County Transportation Coalition, the City of San Diego, City of Santee and the County of San Diego to resolve economic, environmental and responsibility questions regarding the eventual connection of State Route 125 to the Scripps Poway Parkway.

163 State Route Extension

28. The City should encourage the analysis of the extension of SR-163 from I-15 to determine the regional traffic benefits.

Poway Road

29. Implement a signal-timing optimization plan for Poway Road.
30. Support improvement projects along Poway Road including combining driveway entrances to shopping centers, creating right-turn pockets at specific locations, restricting left-turn movements where there is no turn pocket and providing direct connections between shopping centers.

Transportation Demand Management

31. Consider the adoption of a Transportation Demand Management (TDM) Program which is consistent with the model program being proposed by SANDAG.
32. Through the TDM program, Poway should establish short- and long-term parking management strategies at governmental and private facilities that discourage single occupancy vehicle usage and reward high vehicle occupancy rates without placing the City at a competitive disadvantage.

Policy B - Scenic Roadways

Continue to identify, designate and preserve local scenic roadways.

Strategies

1. Where not inhibited by existing or approved development, an open space easement of 50 feet from the ultimate right-of-way line shall be required along all scenic roadways except Midland Road. This easement area shall be landscaped following xeriscape principles to enhance the scenic roadway area.
2. Any new residential developments adjacent to a scenic roadway, except Midland Road shall have decorative solid walls and/or landscaped earthen berms to enhance the scenic quality of the area.
3. The rural image of Midland Road should be protected and enhanced by ensuring that new development or improvements to existing development utilizes an architectural style that is consistent with the Old Poway Specific Plan.

Policy C - Public Transit

The use of public transit as a viable alternative to the automobile should be encouraged.

Strategies

1. Participate with public transit providers serving San Diego County in a cooperative program to increase transit services with existing equipment and expand services through transit facility improvements.
2. Coordinate with transit providers to increase funding for transit improvements to supplement other means of travel to the extent possible.
3. Support efforts to establish a region-wide bus pass.
4. Continue to provide specialized transit services to meet the needs of the transit dependent such as the handicapped, senior citizens and students. Dial-a-Ride and Call-a-Ride services shall be maintained at existing levels and increased if ridership demands increase.
5. Provide fixed route transit service to all concentrated residential areas, major activity centers and major employment centers.
6. Continue to provide other transit services such as commuter express service and airport service.
7. Encourage development of light rail transit and transit access points along the I-15.

8. Support the creation of a transit center, to be located in the South Poway Business Park, which would include a variety of mass transit options such as express and fixed route bus service, park and ride lot and which could be a future station for a light-rail or monorail transit system. Study a transit center near Pomerado Road and SR-56.
9. Develop both a short-range and a long-range transit plan to implement an efficient and useful public transportation system.
10. Periodically, conduct a survey of transit users and the community to determine what improvements can be made to the existing transit services and what additional types of services or enhancements are necessary to meet the diverse transportation needs of existing and potential commuters.
11. Promote a transit system which will maintain the scheduled service times, reduce duplication of transit services and minimize passenger travel and waiting time.
12. Provide those passenger amenities such as bus shelters, benches, transit maps and displayed schedules, which encourage people to use public transit.
13. Provide a transit service which operates vehicles that are clean, well-maintained and within acceptable mileage limits.
14. Maintain an overall cost-efficient transit service. Through effective competition and the bidding process, the City shall ensure that contractor costs are reasonable. Transit fares that are consistent with those in the region shall be maintained; increased farebox revenue shall be sought by increasing total transit system patronage.

Policy D - Bicycles

The use of bicycles for transportation and recreation is strongly encouraged.

Strategies

1. Provide a bikeways system, as shown on the Bikeways Master Plan and the Bikeways Standard to provide for safe and efficient use of the bicycle as an alternative mode of transportation for local, subregional and regional travel and as a form of recreation.
2. Require the registration of bicycles for identification purposes.
3. Continue to support bicycle safety programs at the schools.

4. Ensure the installation of bike racks on public transit vehicles to facilitate bicycle travel. Install secure storage at park and ride locations.
5. Encourage the development of a regional and subregional network of bikeways.
6. Encourage bicycle commuting by requiring bicycle parking facilities at major destinations such as schools, parks, employment centers and the transit center.
7. Strongly encourage and support the use of bicycle helmets through the provision of safety information and encouraging discounts on the purchase of helmets at Poway stores. Support the bicycle safety program provided by the Sheriff's Department.
8. Integrate the bikeway system to every extent feasible with the City transportation system.

Policy E - Trails

An inter-linking network of trails that connect park, residential, commercial, and government areas with each other and which form part of the regional trail network should be developed.

Strategies

1. Continue construction of the network of pedestrian/equestrian trails according to City Trail Standards and in locations shown on the Master Plan of Trails.
2. Promote programs for improving existing trails, such as removing barriers, to make the trails safer, more functional and more accessible.
3. Update the Trails Guide as necessary to provide current information.
4. Trail rights-of-way shall be established and acquired through all feasible means including required and voluntary easement dedications.
5. Establish an agreement with public and private utilities for the use and maintenance of utility corridors and rights-of-way for trail purposes.
6. Trail construction should take into consideration the safety and convenience of the trail users as the primary concern.
7. Study the use of the trails system by off-road bicycles while maintaining the equestrian/pedestrian usage.

Policy F - Pedestrian Routes

A system of sidewalks, rural walkways and pathways should be created to promote the safe and efficient movement of pedestrian travel throughout the City.

Strategies

1. Complete an inventory of existing pathways and prepare a Master Plan of Pathways which emphasizes the most efficient, shortest and safe connections between neighborhoods, schools, commercial centers and employment centers.
2. Continue construction of a system of pathways according to the Master Plan of Pathways and Pathways Standard.
3. Encourage the construction of pathways in association with new development that interconnects neighborhoods, schools, government and commercial facilities.
4. Require the construction of sidewalks or rural walkways adjacent to all streets and roads. Along major roadways, curb-adjacent sidewalks shall be discouraged in favor of sidewalks separated from the road by a planter area.
5. Encourage installation of sidewalks in semi-urban and urban neighborhoods where they do not exist.
6. Require development to increase pedestrian access to arterials other than at roadway intersections.
7. Where there is established pedestrian use of undeveloped property, future development plans shall incorporate similar access where feasible and reasonably related to the use to be made of the property.

GOAL XII. IT IS THE GOAL OF THE CITY OF POWAY TO ENCOURAGE REGIONAL COOPERATION AND COORDINATION.

Policy A - Planning

Support the coordination of land use and public facility planning programs among local, regional, state, federal jurisdictions and special districts.

Strategies

1. Continue to refer applications for regionally significant development to affected jurisdictions according to the terms of the interjurisdictional memorandum of understanding.

2. When considering major changes to its land use program, the City will evaluate the impact of proposed changes on regional land use planning and the planning programs of neighboring jurisdictions.
3. Continue to support and participate in the San Diego Association of Governments (SANDAG) regional land use planning programs as consistent with the Poway General Plan goals and policies.
4. Cooperate with regional measures to offset potential wildlife habitat loss or increase existing habitat, such as land-banking or open space acquisition and preservation programs.
5. Support regional transportation planning programs which minimize the disruption of externally generated traffic on Poway.
6. Support efforts to develop a limited access roadway between I-5 and I-15 along the SR-56 corridor.
7. Support and encourage an amendment to the Regional Transportation Plan (1990) to designate Scripps Poway Parkway as an expressway to provide the major east/west route through Poway from I-15 to SR-67 and explore a state route designation for the expressway.
8. Facilitate the continued development of a regional trail system to serve equestrians, pedestrians and bicyclists.



Photo by Emily Langton

RESOURCES

NATURAL RESOURCES ELEMENT

The City of Poway comprises an area that has many natural resources such as the creeks and channels, canyons, grassland areas, and mountains. These areas provide the City with rich, aesthetic visual resources that add to the City's rural character and support a significant amount of native plant and animal life. The Natural Resources Element contains provisions to conserve and manage these resources. Identified are those areas of significant value to the community and its quality of life including:

- Land Resource Conservation
- Water Resource Conservation
- Air Quality
- Biological Resource Conservation
- Open Space

The objectives and policies included herein are directed at ensuring that the development of the City does not interfere with the intrinsic value of these resources.

State law requires cities and counties to identify environmental resources and to prepare and implement policies relating to the utilization and management of these resources. The specific sections that are addressed by this element include:

- Section 65302(d) of the Government Code which requires the preparation of a conservation element to specify policies for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers

and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.

- Section 65302(e) of the Government Code which requires preparation of an open space element that addresses the use of land for preservation of natural resources, managed production of resources, outdoor recreation, and public health and safety.
- Section 65303 of the Government Code permits a community to prepare additional elements if they are deemed to be important. The City of Poway recognizes the necessity to preserve its cultural and historical heritage from which the community identity has grown and through which it will help shape the City's future.

RELATED PLANS AND PROGRAMS

There are other existing plans and programs which are directly applicable to the aims and objectives of this element. Most of these plans were enacted through Federal and State legislation and are administered by Federal and State agencies or special districts that have been delegated with powers to enforce Federal and State laws. One exception is the *Regional Growth Management Strategy* which is being prepared by SANDAG pursuant to an initiative which was approved by the San Diego County voters in November 1988.

California Environmental Quality Act Law and Guidelines (CEQA): The California Environmental Quality Act was

California Environmental Quality Act Law and Guidelines (CEQA): The California Environmental Quality Act was adopted by the State legislature in response to a public mandate that called for a thorough environmental analysis of those projects that might adversely affect the environment. The provisions of the law, review procedure, and any subsequent analysis are described in the CEQA Law and Guidelines as amended in 1986. CEQA will continue to be instrumental in ensuring that the impacts of all potentially significant projects are assessed by City officials (both appointed and elected) and the general public.

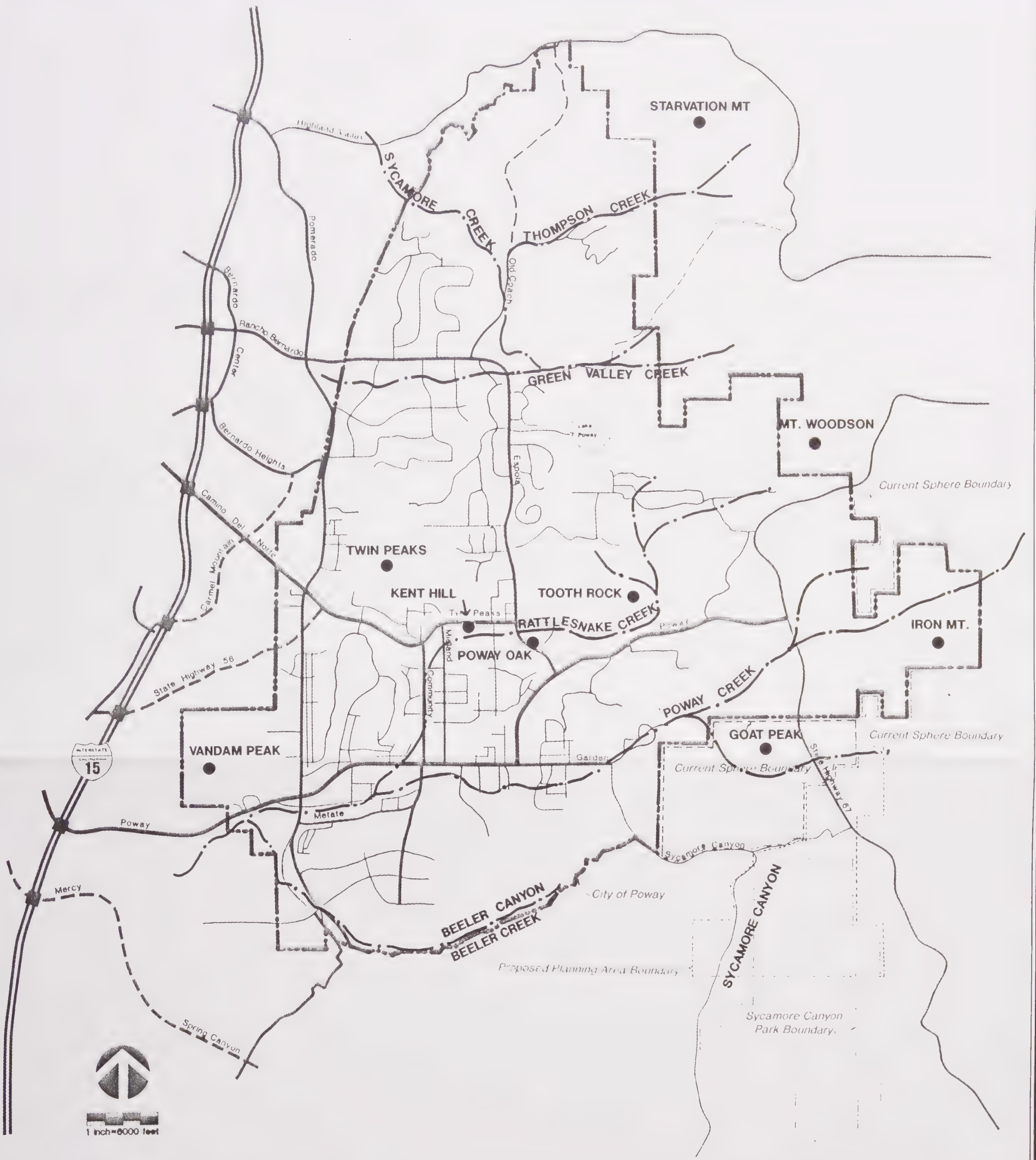
In conjunction with the 1991 update of the General Plan, a Master Environmental Assessment (MEA) was prepared and added to the volumes comprising the Poway Comprehensive Plan. This document contains baseline environmental information describing existing conditions for each environmental impact area contained in the City's Environmental Initial Study Checklist. The MEA was prepared in accordance with the *General Plan Guidelines* (November 1990) issued by the State Office of Planning and Research, and in full compliance with the State CEQA Statutes and Guidelines (June 1986).

San Diego County Air Quality Plan: Poway is located within a non-attainment area in that the Federal clean air standards prepared by the Environmental Protection Agency have not been achieved. To comply with the provisions of the Clean Air Act, the State of California established a number of special districts charged with

implementing plans and programs to achieve Federal clean air standards.

The San Diego County Air Pollution District is preparing the Revised Regional Air Quality Strategy as required by the California Clean Air Act of 1988. This plan will contain "transportation control measures" which are being prepared for the region by SANDAG.

Other laws: Other Federal laws that are concerned with the protection of significant cultural and natural resources include the Endangered Species Act of 1973 (amended in 1978), the Antiquities Act and the National Historic Preservation Act of 1966.



Natural Features

Figure VI-1



LAND RESOURCES

Land has historically been one of the most valuable resources. The nature of land in regard to its location, soil composition, topographic features, vegetation, and as watershed determines the value not only in monetary terms, but also to the community as a whole. The Land Resources chapter refers to the relative value of the soil composition and land form types that exist in the City.

SOIL COMPOSITION

The knowledge of the soils suitability or limitations in Poway assist in the process of determining proper land uses and conserving limited resources, if necessary. It can also help in avoiding the economic losses, social costs, and severe individual hardships that result from structural damage to homes by the failure of private subsurface sewage disposal systems; from the preemption of suitable sources of construction material near developed areas; and from brush fires, soil erosion, and sedimentation. In the following pages the Land Resources chapter identifies and evaluates the general soil composition in Poway in terms of the soil associations that exist and some of the soil-related problems that can occur without proper soil management.

Table VI-1 illustrates the general soil associations that exist in Poway; Figure VI-2 delineates their boundaries.

Table VI-2 illustrates that the soil associations located in Poway do pose problems for development because most of the soils have high shrink-swell

behavior, are not generally suitable for septic tanks, do not capture and hold run-off well, and are highly erosive. Tables IV-3, IV-4, and IV-5 further illustrate the relative problems associated with the soils found in the City.

WATERSHED AREAS

The mountains on Poway's eastern boundary are part of an extensive network of canyons and creeks forming a major watershed area. Most of this area is covered with coastal sage scrub vegetation. The City of Poway considers the maintenance of the watershed capabilities of these areas as a very important objective. Significant changes to these eastern mountain areas that would reduce the watershed capability of this land would severely impact the areas of Poway adjoining natural creeks and channels.

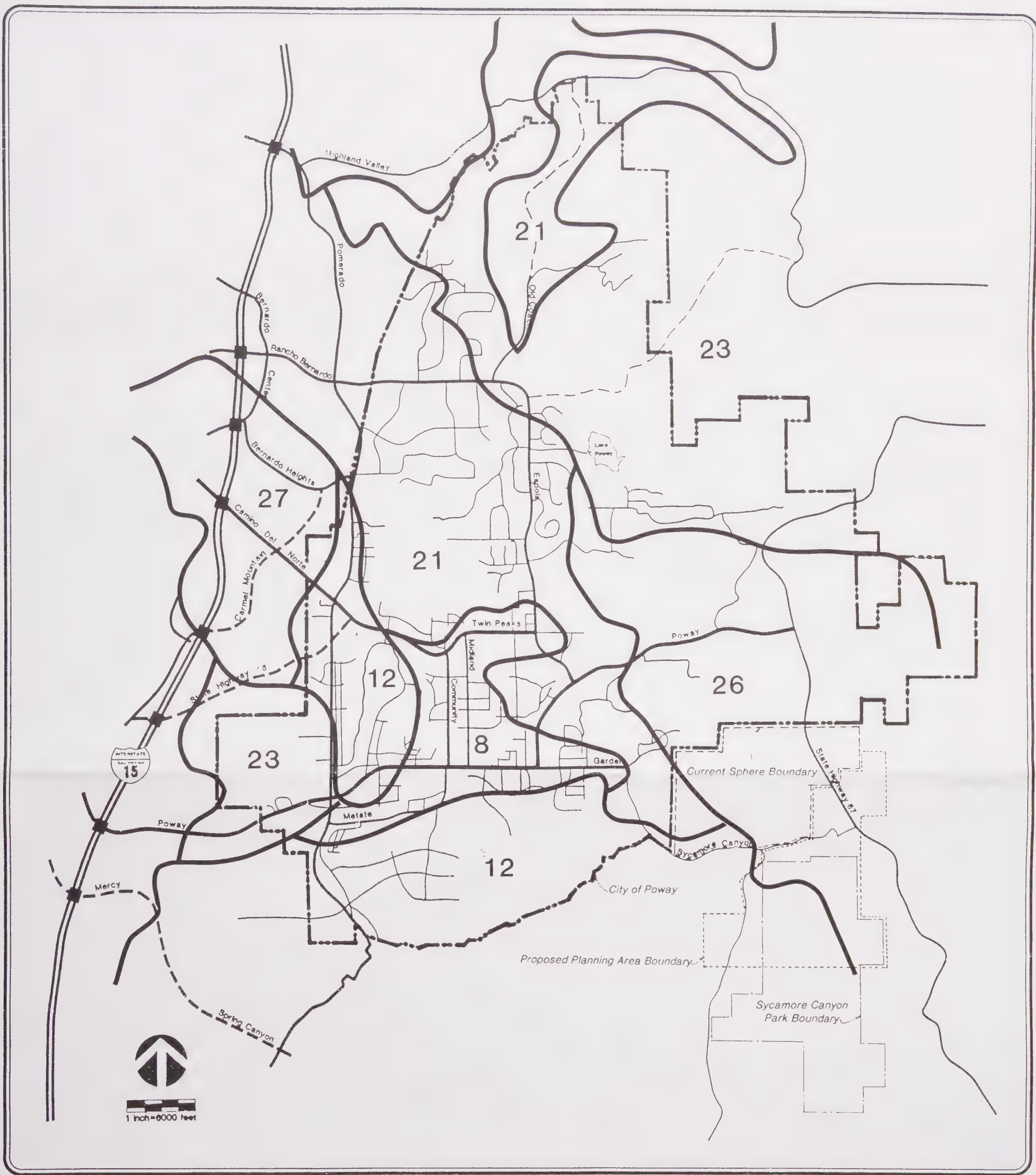
MINERALS

Poway's only known valuable mineral resource, as recognized by the California Department Conservation, Division of Mines and Geology is construction quality sand and gravel which is located in the South Poway area of the City. Currently, one sand and gravel extraction operation is located in Beeler Canyon on the southernmost portion of this area. The continuation and possible expansion of this operation is currently under study.

TABLE VI-1

GENERAL SOIL ASSOCIATION OF POWAY

1. Ramona - Placentia Association: A well drained to moderately well drained sandy loam that has a subsoil of sandy clay over granitic alluvium; generally occurs up to 15 percent slope; has a moderate to high shrink-swell behavior; poses severe limitations to septic tank usage; has a slow to very slow run-off permeability; and is highly erosive.
2. Redding Association: A well drained cobbly loam and gravelly loam that has a gravelly clay subsoil over a hardpan; generally occurs to 9 percent slope; has a high shrink-swell potential; poses severe limitations to septic tank usage; has a very slow run-off permeability; and is highly erosive.
3. Redding - Olivehain Association: A well drained gravelly loam and cobbly loam that has a subsoil of gravelly clay over a hardpan of cobbly alluvium; generally occurs up to 50 percent slope; has a moderate shrink-swell behavior; poses severe limitations to septic tank usage; has very slow run-off permeability; and is highly erosive.
4. Fallbrook - Vista Association: A well drained sandy loam and coarse sand loamy that has a subsoil of sandy clay loam and sandy loam over decomposed granodiorite; generally occurs between 9 and 30 percent slope; has a low to moderate shrink-swell behavior; poses severe limitations to septic tank usage; has a slow run-off permeability; and is highly erosive.
5. Cienaba - Fallbrook Association: An excessively drained to well drained coarse sandy loam and sandy loam that has a subsoil of sandy clay loam over decomposed granodiorite; generally occurs between 9 percent and 75 percent slope; has a low to moderate shrink-swell behavior; poses severe limitations to septic tank usage; has a moderate to slow run-off permeability; and is highly erosive.
6. Exchequer - San Miguel Association: A rocky well drained silt loam over metavolcanic rock; generally occurs between 30 percent and 70 percent slope; has a low to high shrink-swell behavior; poses severe limitations to septic tank usage; has a very slow permeability; and is highly erosive.
7. Fraint - Escondido Association: A well drained sandy loam and very fine sandy loam over metasedimentary rock; generally occurs between 30 percent and 70 percent slope; has a low shrink-swell behavior; poses severe limitations to septic tank usage; has a slow to very slow permeability; and is highly erosive.
8. Diablo - Altamont Association: A well drained clay; generally occurs between 5 percent and 15 percent slope; has a high shrink-swell behavior; poses severe limitations to septic tank usage; has a very slow permeability; and is slightly erosive.



LEGEND

- | | |
|-------------------------|-----------------------|
| 8 Ramona - Placentia | 23 Cineba - Fallbrook |
| 12 Redding - Olivenhain | 26 Friant - Escondido |
| 21 Fallbrook - Vista | 27 Diablo - Altamont |

General Soil Association

Figure VI-2



TABLE VI-2

SHRINK-SWELL BEHAVIOR

Low	Moderate	High	
Vista Cieneba Exchequer Friant-Escondido	Ramona Olivehain Fallbrook Fallbrook Diablo-Altamont	Placentia Redding Redding San Miguel	
Factors Affecting Shrink-swell Potential	Shrink-swell Potential		
	Low	Moderate	High
Amount of clay and predominant clay mineral	0-18% clay and any clay mineral or 0-35% Kaolinitic clay	18-35 mixed or montmorril-lonitic clays	> 35% mixed or montmorril-lonitic clays

Source: Soil Survey: San Diego Area, California by U.S.D.A. Soil Conservation and Forest Service; December 1973.

WATER RESOURCES

Natural water systems, such as surface waters and groundwater, are a key element in the environmental composition of the community. Surface waters provide open space and recreational opportunities, create and sustain wildlife habitat, and provide natural edges and greenways in the form of creeks and channels. Groundwater also sustains wildlife habitat, and provides long-term water storage. The City of Poway considers the natural waters a principal resource worthy of active conservation.

Water resources in the City should be managed through:

- retention of the natural drainage systems;
- protection of limited groundwater resources;
- promotion of domestic water conservation measures;
- development of a reclaimed water supply and distribution system; and
- preservation of water quality at or above acceptable public health standards.

TABLE VI-3

SEPTIC TANK EFFLUENT DISPOSAL

Slight	Moderate	Severe
--------	----------	--------

		Ramona - Placentia
		Redding
		Redding - Olivenhain
		Fallbrook - Vista
		Cienega - Fallbrook
		Exchequer - San Miguel
		Friant - Escondido
		Diablo - Altamont

Explanation:

Slight:

means that soil properties are generally favorable, or in other words, limitations are minor and easily overcome and the soil can support a filter field of appropriate size that is properly installed and maintained.

Moderate and Severe:

indicate progressively greater limitations and the need for compensating measures. In some areas, enlargement of the filter fields suffices, but in others, limitations may be severe enough to preclude the use of a standard septic tank-filter field disposal system.

Source: Soil Survey of San Diego Area, California

SURFACE WATERS

Poway lies amidst a regional drainage system of westward-tending streams which convey surface water toward the Pacific Ocean. Two major watersheds divide the City. Surface water flows into the San Dieguito River and Lake Hodges from the northern portion of Poway, while water from the southern areas of the City flows into Los Penasquitos Creek. These channels not only carry flood waters, but as continuous and city-wide natural features may be utilized as

recreational and open space linkages to connect neighborhoods within the community.

Major creeks in the northern portion of the City include Thompson Creek, Sycamore Creek, Green Valley Truck Trail Creek, Green Valley Creek, and Warren Canyon Creek, which flows into Lake Poway. In the southern area the creeks include Penasquitos Creek, Beeler Creek, Poway Creek, Rattlesnake Creek and Pomerado Creek.

TABLE VI-4
RUN-OFF POTENTIAL OF SOILS

A	B	C	D
		Ramona-Placentia	
			Redding
			Redding-Olivenhain
		Fallbrook-Vista	
	Cieneba-Fallbrook		
			Exchequer-San Miguel
		Escondido-Friant	
			Diablo-Altamont

- A. Soils with high infiltration rate when thoroughly wetted, chiefly deep well-drained to excessively drained. Rate of water transmission is high; run-off is low.
- B. Soils have moderate infiltration rate when thoroughly wetted; soils are moderately deep, moderately well drained, coarse textured rate of water; transmission is high.
- C. Soils have slow infiltration rate when thoroughly wetted; soils that have a layer impeding downward movement of water, or soils that are moderately fine to fine textured soils that have a slow infiltration rate. Rate of water transmission is slow.
- D. Soils have very slow infiltration rate when thoroughly wetted; chiefly clays that have a high shrink-swell potential; soils that have a high permanent water table, soils that have a claypan or clay layer near the surface; soils over nearly impervious material; transmission is very slow.

GROUNDWATER RESOURCES

In recent years, it has been determined that San Diego County's groundwater resources are being depleted much faster than they are being recharged. This condition is called "overdraft." Poway is no different than the rest of the County. Geologic and soil conditions in Poway are not conducive to the replenishment of the limited groundwater supply that exists. Therefore, Poway has

existed and grown on imported water after the establishment of the Poway Municipal Water District.

However, some areas of the City are not served by the community water system. The foothill and mountain areas of the eastern portion of the City must rely on groundwater pumped from wells to use for potable water and to irrigate agriculture, primarily avocados.

**TABLE VI-5
SOIL EROSION BY WATER**

SLIGHT	MODERATE	SEVERE
Diablo-Altamont		3
	Ramona4-Placentia	
	Redding 4 3	
	Redding3-Olivenhain4 3	
	Fallbrook4-Vista1	
	San Miguel1-Exchequer1	
	Friant3-Escondido4	

Slight rating indicates that water erosion is a minor problem and the soil is suitable for building sites or other intensive use if other factors are favorable.

Moderate ratings indicate that protective and corrective measures are needed before and during the time the soil is used.

Severe numbers indicate soil properties or qualities that affect erodibility:

1. Slope.
2. Surface layer texture.
3. Depth to rock or hardpan, or any layer that restricts permeability.
4. Grade of structure within surface layer.

Due to the fact that Poway has limited means in which to recharge the ground-water that does exist, the lack of community water service is considered a deterrent to land development except for very large lot residential uses as specified in the Land Use Element. The City should continue to closely monitor and regulate applications for land division, development and construction in areas where wells will pump groundwater to ensure that groundwater supply remains adequate.

WATER CONSERVATION

The City of Poway and all of San Diego County relies heavily on imported water supplies from the State Water Project and the Colorado River. Our semi-arid climate, along with projected population growth in the region necessitates that the available water resources be used wisely and efficiently.

The multi-year drought which began in 1986 has underscored the need for water conservation and reclamation in order to ensure long-term availability of adequate water supplies. Poway has established the Drought Assistance Response Team (D.A.R.T.) to further the aims of conservation in the community. The emphasis of this one-year program is community education and retro-fit of residential toilets, showers and irrigation systems.

The City also plans to require all new construction to minimize its demand for water by including low-flow fixtures, water-conserving appliances and low volume irrigation systems and to work towards "no net increase in demand" by

providing water conservation offsets in existing development.

Finally, the City has intensified its efforts to gain the approvals necessary for construction of its proposed water reclamation facility (see further discussion in the Public Facilities Element).

AIR QUALITY

Poway is located in the San Diego Air Basin which has been designated as a non-attainment area for a number of air pollutants including ozone, carbon monoxide and suspended particulates. The generation of air pollutants, which degrade the air quality and can pose a significant health hazard, are closely linked to land use, transportation and energy use planning. Daily vehicle travel from the suburbs to the employment centers of metropolitan San Diego is a major contributor to air pollution in the region.

Ozone (smog) is the principal pollutant of concern in San Diego County because violations of carbon monoxide and nitrogen dioxide standards occur occasionally. In 1990, San Diego County exceeded the federal ozone standard on 39 days and the state standard on 139 days. This is a substantial improvement over the last decade when the federal standard was exceeded on 87 days in 1980 and the state standard on 167 days. Pollution transported from the Los Angeles basin is a major contributor to these violations. Two-thirds of the federal violations and about one half of the state violation are caused by pollution

transport. The California Clean Air Act requires the South Coast Air Quality Management District to mitigate the impact of its emissions on violations in San Diego County.

Air pollution is a regional problem and is primarily being addressed through the state mandated *Regional Air Quality Strategy* and through the *Regional Growth Management Strategy*. Planning that can reduce the overall vehicle miles traveled will also reduce the amount of generated air pollutants. High demands for energy because of needless inefficiency also creates pollutants as a by product of energy production. While Poway cannot solve the regional air quality problem alone, through appropriate land use, transportation and energy use planning the City can contribute to the improvement of the regional air quality.

REGIONAL AIR QUALITY STRATEGY (RAQS)

In 1989, the Air Pollution Control Board established the Air Quality Strategy Development Committee to provide community input to the board and assist the district in revising the regional air quality strategy. The committee has reviewed 52 individual industrial and areawide control tactics. Arealwide sources are small sources scattered across the county and their cumulative impacts are significant. Examples include space heating and air conditioning, household products and charcoal lighter fluid. The tactics focus on reducing reactive organic gases (ROG) and oxides of nitrogen (NOx), the two pollutants that react in the

atmosphere to form photochemical smog. Reductions in NOx will also help the region attain the state nitrogen dioxide standard. Carbon monoxide is primarily emitted by motor vehicles. Transportation Control Measures developed pursuant to the Transportation Control Measure Criteria will, in coordination with California's new motor vehicle emissions standards, help achieve the carbon monoxide standard as well as the smog and nitrogen dioxide standards.

Most of the tactics evaluated require local implementation, although some are statewide measures adopted by the California Air Resources Board to meet California Clean Air Act mandates. The scope is comprehensive, ranging from large hilly boilers to household consumer products. Tactics that can directly affect the general community, such as solar energy, consumer products and backyard barbecues are included. As required by the California Clean Air Act, tactic evaluations include cost effectiveness, total emission reduction potential, the rate of reduction, implementation schedule, technological feasibility, enforceability and public acceptability. In addition, evaluations address impacts on other resources and pollutants such as natural gas, electricity, toxics and substances that deplete the stratospheric ozone layer.

The baseline emissions of reactive organic gases (ROG) from targeted industrial operations are 21 tons per day. Implementing tactics recommended in the RAQS at maximum stringency would reduce these emissions by ten tons per day or 48 percent.

These industrial tactics will require paints, adhesives and solvents with increasingly lower organic content, forcing manufacturers and users alike to work together to produce alternative formulations for all applications. While significant reductions have been made in coatings-related emissions, the tactics in these areas will require further reductions in some industries and affect some specialty coatings. Also, higher efficiency application technologies will be required, reducing the coatings loss and excess emissions from overspray. Cleanup operations will require the use of closed systems that maximize solvent recovery and reuse, thereby decreasing solvent use and related emissions.

Manufacturing operations for fiberglass will be affected as less polluting materials are required and transfer efficiency is increased. Emissions from the manufacture of paint and ink can be reduced through improving manufacturing processes and control on filling containers.

Alternative blowing agents or the addition of control equipment such as carbon absorbers or incinerators to limit emissions of volatile organic compounds, chlorofluorocarbons and methylene chloride from the manufacture of polystyrene, polystyrene foam extrusion, polyurethane and other polymeric egg cartons and packing material. This tactic will also reduce emissions of ozone depleting chemicals.

Controlling the decommissioning of both large bulk gasoline storage tanks and small underground storage tanks at

service stations will further reduce emissions associated with gasoline storage and handling. Reducing emissions from stripping gasoline from contaminated soil and groundwater will help in the short term as older, leaking tanks are removed and replaced with more leak-resistant tanks as part of the statewide program to upgrade underground storage tanks.

Requirements for large petroleum-based solvent dry cleaning facilities would be strengthened from the current 80 percent control to 90 percent. Also, current requirements will be extended to smaller facilities. The control of ethylene oxide from sterilizer operations is being required as an air toxic control measure and will also reduce organic emissions. Controls on large commercial bakeries will help reduce emissions associated with bread making operations, which are currently uncontrolled.

The baseline emissions of reactive organic gases (ROG) from deodorants, consumer products and small utility engine controls, which tactics are to be implemented by Air Resources Board, and commercial charbroiling, architectural coatings, marine fueling operations, and charcoal starter fluid are 38 tons per day. Implementing all of these tactics would reduce these emissions by ten tons per day or 27 percent. These "areawide" sources generally represent small, widely dispersed activities. Cumulatively, the large numbers of areawide sources contribute significantly to the region's air quality problem and controlling these sources must be considered, particularly in light of the Clean Air Act requirements for implementing all feasible measures.

The Air Resources Board has already adopted statewide regulations providing emission reductions from deodorants, consumer product and small utility engines. Consumer product ranging from air freshener to windshield washer fluid will be regulated to require alternative formulations. The Air Resources Board is continuing research on consumer products. Emission standards for categories not currently regulated will likely be considered by the Air Resources Board in the fall of 1991. The state program for small utility engines requires everything from chain saws and weed whackers to ride-along mowers to reduce organic gas emissions. Some of the improvements will also increase fuel economy.

Commercial charbroiling operations such as cooking operations at some fast food restaurants, as well as other eateries, are widespread. Controls have been installed on some restaurants in response to public complaints of smoke and odor from charbroiling operations. In addition, these controls are also effective in reducing organic emissions occurring when the fats draining from the meat are burned. Extending these controls to charbroilers in general will provide additional organic emission reductions.

In addition to emission reductions from commercial charbroiling operations, emission reduction are possible from backyard barbecues. By requiring less polluting charcoal starter and encouraging the use of alternatives, the contribution of starter fluid to the air quality problem can be minimized.

Current refueling operations at marina

fuel docks are exempt from gasoline vapor recovery equipment required for serve stations. The tactic for marina refueling would extend the requirement for Phase II vapor recovery equipment to these refueling operations.

Strengthening architectural coatings requirements by using product reformulations similar to industrial tactics would provide further reductions from painting homes and other structures.

The baseline emissions of oxides of nitrogen (NOx) from industrial operations are 57 tons per day. Implementing the tactics recommended in the RAGS would reduce these emissions from 25 to 33 tons per day or 44 percent to 57 percent. The development of fuel cell technology would allow even further reduction, to 61 percent or 35 tons per day.

Oxides of nitrogen emissions are also responsible for smog formation and the State Air Resources Board now requires reduction in these emissions contrary to the past practice of focusing smog strategy solely on reactive organic gases. Stationary sources represent approximately 15 percent of county-wide emissions of this pollutant with most coming from large electrical generating boilers and turbines. In addition, there are smaller scale boilers, turbines and internal combustion engines that could reduce emissions by means of advanced controls.

Several control measures, including low excess air, low NOx burners, flue gas recirculation, urea injection, selective catalytic reduction or selective non-catalytic reduction have been evaluated

for large commercial and industrial boilers. Combining some of these individual control technologies, such as flue gas recirculation and low-NOx burners will optimize emission reductions.

Currently, many small engines in the County are exempt from permitting and control requirements. Reducing the exemption threshold to 50 horsepower and requiring currently available controls will provide emission reductions.

Requiring the use of less polluting fuels can also reduce oxides of nitrogen emissions. Allowing the use of only natural gas or methanol would provide emissions reductions. Also, requiring the installation of fuel cells to replace aging electrical generating equipment is a long-term technology forcing measure that shows great promise for enormous reductions.

One tactic would limit emissions from all new and existing stationary combustion equipment to no greater than emissions from burning gaseous fuel, such as natural gas or liquefied petroleum gas. This tactic would have the effect of banning liquid and solid fossil fuel. However, if a source is adequately controlled, it could use any fuel. Another tactic would require the exclusive use of methanol or substitution of methanol for diesel fuel in stationary gas turbines and utility electrical generation. Using both methanol and conventional fuels to co-fire large boilers is also feasible.

The baseline emissions of oxides of nitrogen (NOx) from areawide sources such as water heaters are five and one-third tons per day. Implementing these

tactics would reduce these emissions by about three tons per day or 55 percent.

Oxides of nitrogen emissions from areawide sources can be reduced through improving products found in most homes and small scale commercial buildings. One tactic would require home water heaters to be replaced with low NOx varieties already required and marketed in the South Coast Air Basin. Another would require these units be used in small scale commercial buildings using household-type water heaters. New homes would be constructed with these units and units in existing homes would be replaced with the less polluting models when existing units are no longer serviceable.

The Air Resources Board requirements for controls on small utility engines will also reduce oxides of nitrogen emissions. This will reduce the contribution of commercial as well as common household utility equipment to the region's smog. Interim standards are to be met 1994 and can be met with minor changes to existing engines. More stringent standards, representing a 60 to 70 percent reduction from interim standards are set for 1999.

The baseline emissions of oxides of nitrogen (NOx) from sources such as pool heaters, water heaters and space heaters for homes are seven and three-quarter tons per day. Implementing recommended tactics would reduce these emissions by about three tons per day, or 30 percent.

Energy related control measures provide the added benefit of reducing energy use

TABLE VI-6
VEGETATION/HABITAT TYPES IN THE CITY OF POWAY

Type	Acres	% of Total	Characteristics
Coast Live Oak Woodland	285	1	Coast live oak with a poorly developed shrub layer of toyon, currant, laurel sumac, and desert elderberry. North-facing slopes, shaded ravines, or intergrading with coastal sage scrub or mixed chaparral.
Southern Coast Live Oak Riparian Forest	352	1	Coast live oak with an understory of toyon, California wild rose, desert elderberry, poison-oak, and mugwort. Bottomlands and outer floodplains along streams.
Southern Cottonwood Willow Riparian Forest	2	1	Cottonwood and several species of willows, with an understory of sandbar willow, mulefat, and mugwort. Along perennially wet streams.
Southern Willow Scrub	60	<1	Black willow, arroyo willow, large-leaf willow, lance-leaf willow, and sandbar willow with scattered cottonwoods and sycamores. May represent a successional stage leading to riparian woodland or may be stable. Loose sandy or fine gravelly alluvium deposited near stream channels.
Mulefat Scrub	52	<1	Mulefat-dominated scrub along intermittent streams with coarse substrate and deep water table. May represent a successional stage or may be stable.
Freshwater Marsh	4	<1	Bulrushes and cattails in permanently flooded wetlands.
Disturbed Floodplain	23	<1	Open, patchy stands of southern willow scrub and mulefat scrub along the western portion of Beeler Creek.

POWAY COMPREHENSIVE PLAN: GENERAL PLAN

Type	Acres	% of Total	Characteristics
Open Water	69	<1	Lakes, ponds, reservoirs.
Coastal Sage Scrub	8,269	30	California sagebrush, flat-top buckwheat, laurel sumac, and white sage. Dry sites such as steep, south-facing slopes or clay-rich soils. About 1 m in height.
Chaparral	6,249	23	Chamise, mission manzanita, California lilac, mountain mahogany, toyon, and scrub oak. Dry slopes and ridges at low and medium elevations. About 1-3 m in height.
Coastal Sage - Chaparral Scrub	95	<1	Post-fire successional community with equal amounts of sage scrub and woody chaparral species. Slopes bordering Poway Creek.
<i>Stipa</i> Grassland	2	<1	Dense stands of purple needlegrass, with brome grasses, blue-eyed grass, mariposa lily, and clarkia. Fine-textured clay soils.
Nonnative Grassland	662	2	Slender wild oat, ripgutgrass, red brome, soft chess, red-stem filaree, and tarweed. Disturbed areas, old fields, and openings in native scrub habitats. May have replaced native grassland or coastal sage scrub.
Eucalyptus Woodland	32	<1	Dense stands of gum trees. Along drainages and disturbed areas.
Disturbed Habitat	3,811	14	Russian thistle, tumbleweed, sweet fennel, horseweed, mustard, lamb's quarters, fountain grass, and castor-bean. Altered areas, vacant lots, roadsides, and abandoned fields.
Agricultural Areas	838	3	Actively cultivated lands, fallow lands, and nursery operations.
Developed Areas	6,360	23	No native vegetation; man-made structures and roads.

through improvements in product efficiency, thereby further reducing emissions and dependence on imported fuel. Solar energy can provide all the energy needed for swimming pool heating and more than half the energy needed for heating domestic hot water, hot tubs and spas. One series of solar energy tactics would require all new homes, swimming pools, hot tubs and spas be equipped with solar water heating systems. New commercial buildings would also be required to install solar water heating systems. The second series of solar energy tactics would require solar water heating systems be installed on current homes, pools, hot tubs and spas when the homes are sold.

Heat pumps can also help reduce emissions and energy demand for space heating by pulling heat from outdoors and using it to heat indoors, rather than burning fuel to provide the heat. One tactic would require heat pumps be installed in new homes in lieu of natural gas-fired central furnaces. A companion tactic would require heat pumps be installed in existing homes when furnaces are replaced.

BIOLOGICAL RESOURCES

The physiography and climate of Poway sustains a variety of plant and wildlife resources. These resources are an important part of Poway's rural character and should be preserved.

As part of the 1990/91 General Plan update program, the City retained ERC

Environmental and Energy Services Co. to prepare a detailed biological assessment containing current quantitative information on biological resources within the City and its adopted sphere of influence. The objective of the study was to coordinate long-range planning goals with the preservation of biologically effective open space. The report and associated maps resulting from that study are the main source of information for the updated Plant and Animal Resource Conservation element of the General Plan. The complete detailed biological assessment is contained in the *Master Environmental Assessment (MEA)* volume of the *Poway Comprehensive Plan*.

The major vegetative community types include chemise chaparral, grassland, southern mixed chaparral, agriculture and oak woodland. Coastal sage scrub comprises nearly 50 percent of the vegetation in Poway. Table VI-6 delineates the extent of the vegetative communities in Poway. In terms of relative value, the creekside oak woodland areas are particularly significant because even though they comprise the least overall area, they sustain the greatest variety of plant and animal life.

Other important aspects of plant life in Poway are trees, particularly large stands of trees. Trees are very important to Poway's rural character; the California Live Oak is displayed on the City's seal. Other significant trees in Poway are the sycamores and eucalyptus. Eucalyptus trees are introduced species, many of which were planted years ago as windbreaks. Their preservation should

be encouraged where appropriate to maintain and enhance Poway's rural character.

Poway also provides the habitat for an increasing number of rare or endangered plant species. These plants were abundant in past years; however, their numbers have greatly diminished as a result of changes to and deletion of their habitat. To preserve these species, the City should protect the threatened, sensitive, rare or endangered plants in Poway against unnecessary encroachment.

It is not uncommon in Poway to see wildlife roaming the City. Poway's rural character and large areas of untouched open space have retained a variety of wildlife within the City limits. This experience exists in few cities today. Poway's wildlife are considered an important part of the "City in the Country" atmosphere.

PLANTS AND VEGETATION

Thirteen native vegetation communities were mapped within the study area (Table VI-6). In addition, introduced or nonnative communities such as nonnative grassland and eucalyptus woodland were also delineated, as were disturbed habitat, agricultural areas, developed areas and larger bodies of open water. Native vegetation communities include coast live oak woodland, southern coast live oak riparian forest, southern cottonwood willow riparian forest, southern willow scrub, mulefat scrub, freshwater marsh, alkali marsh, disturbed floodplain, San Diego mesa hardpan vernal pools,

Diegan coastal sage scrub, chaparral, a coastal sage scrub-chaparral mix and *Stipa* grassland. All of these native communities are considered sensitive except chaparral, which is considered sensitive when it supports sensitive species, provides significant wildlife habitat value or serves as a wildlife movement corridor. Native vegetation communities, including large tree stands, are very important to Poway's rural character as reflected on the City's seal.

Poway also provides habitat for 33 sensitive, threatened and endangered plant species, as identified in the MEA. These plants were abundant in past years; however, their numbers have been greatly diminished as a result of changes to and loss of their habitat. Plant species are designated as sensitive because of their overall rarity, endangerment, unique habitat requirements and/or restricted distribution. In general, it is a combination of these factors that leads to a sensitivity designation. Sensitive plant species include those listed by the U.S. Fish and Wildlife Service, California Department of Fish and Game and California Native Plant Society. The CNPS listing is sanctioned by the CDFG and serves as its list of "candidate" species. A table of potentially-occurring sensitive plant species in the Poway area is included in the MEA.

Biological Resources Overlay maps (scale 1"=200') are on file in the Planning Services Department and should be used as a guide in the City's initial environmental review process. However, these maps are not a substitute for site-specific project review by a qualified biologist. Detailed biological surveys

should be conducted for all proposed projects, including associated infrastructure that occur within the sensitive areas delineated on the overlays or within areas that have the potential to support sensitive resources. Surveys and associated reports should be consistent with the County of San Diego Guidelines for Biological Surveys and should be conducted at the appropriate time of year for detecting sensitive plant species and breeding birds and should assess biological resources with respect to regional wildlife corridors. Surveys should also include areas immediately adjacent to the proposed development site to consider offsite direct and indirect impacts of the project.

Important Biological Resource Areas

Biologically important resource areas are those areas that have been identified as supporting or potentially supporting sensitive biological resources (i.e., habitats, plants or animals) and/or that are large enough in area to support significant wildlife populations. The biological value of these areas is often increased and/or enhanced by proximity to protected open space areas. Some of these areas in Poway have some degree of legal protection from development or other adverse activities.

Important biological resource areas are identified in the MEA and include Resource Conservation Areas (RCAs), parks, wilderness areas, ecological reserves, designated open space areas, the San Dieguito River Valley Regional Open Space Park and lands linking these important areas. Because the biological

value of these areas has already been identified and they have already been protected to some extent, they logically serve as the foundation for a City-wide system of reserves and wildlife corridors.

In keeping with Poway's rural character, and as a buffer from encroaching development from the surrounding communities of San Diego, Santee, Ramona, Lakeside and other population growth and expansion in the County, it would be desirable for the City of Poway to acquire, designate and maintain connected large areas of undisturbed natural communities as an open space "green belt" around the City and to serve as preserves for plant and wildlife conservation. These areas would also serve to allow movement of wildlife populations both within the City and to areas outside the City, thereby maintaining biological diversity and protecting self-sustaining populations of sensitive species.

The City should also seek to control development design in the environmentally sensitive coastal sage scrub habitat areas and in large expanses of chaparral. The following guidelines should be used to evaluate projects in these areas for approval:

- Conserve as much existing contiguous area of native communities as feasible while protecting the remaining areas from highly impactful uses;
- Minimize fragmentation or separation of existing contiguous natural areas;

- Maintain connection of existing natural areas with each other or open space areas to maintain local and regional wildlife movement corridors, as identified in the Detailed Biological Assessment;
- Maintain the broadest possible configuration of natural habitat area to aid dispersal of organisms within the habitat;
- Where appropriate, based on community character and design, cluster residential or other uses near the edges of the natural areas rather than dispersing such uses within the natural areas;
- Where significant, yet isolated habitat areas exist, design development to preserve and protect them;
- Conserve the widest variety of vegetation and physical conditions onsite to maintain the highest level of habitat diversity; and
- Consider adjacent uses and location in project design to maximize conformance to these guidelines.

The City acquired large areas of land along its eastern border from the Bureau of Land Management (BLM) in 1986 which are intended both as resource conservation areas and as buffers from development in adjacent communities. It has since participated in the acquisition and preservation of the Blue Sky Ranch and the joint acquisition of the Goodan Ranch with the City of Santee and County of San Diego. The City is also a member of the San Dieguito Valley

Regional Open Space Joint Powers Authority.

Priority areas for future acquisition and/or protection include, but are not limited to:

- areas within the boundaries of the San Dieguito River Valley Regional Open Space Park;
- unprotected lands within and between designated Resource Conservation Areas, as identified in the MEA;
- riparian habitat and large coastal sage scrub buffers along Green Valley, Thompson, and Sycamore creeks;
- lands linking the (former BLM) open space parcels on the City's eastern boundary with each other and with the wilderness area around Lake Poway;
- lands serving as wildlife corridors through Rattlesnake Canyon, Warren Canyon, Beeler Canyon, the eastern end of Poway Creek and the northern tributary of Poway Creek;
- coastal sage scrub habitat around and between Twin Peaks and Van Dam Peak, north of Beeler Creek, north of Lake Poway and Espola Road, south of Highland Valley Road, and along the northern end of Pomerado Road; these areas support important populations of the California gnatcatcher;
- lands linking open space areas within Poway to open space areas in the region, such as the Sycamore Canyon County Park.

WILDLIFE

Poway's rural character and large areas of undisturbed open space have retained a variety of wildlife within the City. This experience exists in few cities today. Poway's wildlife is considered an important part of the "City in the Country" atmosphere.

In general, the regions of highest wildlife value are present in the southern, eastern and northern sections of the City and its adopted sphere of influence. These sections possess a diversity of habitats, including Diegan coastal sage scrub, southern mixed chaparral, chamise chaparral, riparian woodland and scrub, oak woodland and exfoliating granito-diorite boulder fields.

In terms of species richness, each of these habitats has species that are either specialists in a specific habitat (e.g., California gnatcatchers in certain phases of Diegan coastal sage scrub) or prefer one habitat type over another even though they are not restricted to any particular habitat (e.g., orange-throated whiptail, which prefers open Diegan coastal sage scrub but is not restricted to it). In addition, there are wildlife species such as mountain lion, bobcat and mule deer, that utilize all the habitat types in their normal activities (i.e., foraging and patrolling territories).

Because of this variety in wildlife habitat specialization and because habitats intergrade throughout the Poway area, wildlife habitat value cannot be assessed solely on a habitat-by-habitat basis. The habitats present in Poway can be ranked by overall species diversity (e.g., riparian

zones are more species-rich than chamise chaparral and support more wildlife), but that does not necessarily infer that the removal of chamise chaparral would not be detrimental to the continued support and existence of wildlife on a regional level. This discussion implicitly refers to habitat connectivity, which is of the utmost importance in the maintenance of viable wildlife populations.

The western portion of the study area has the lowest relative wildlife value in the study area, indicating the extreme patchiness and disturbance of habitat. The southern portion of the study area is rapidly being degraded, but is an important area that should be preserved in order to maintain a connection to Los Peñasquitos Canyon and the coast. Within this area, Beeler Creek should be the focal point in any effort to maintain such a connection. The northern and eastern portions of the study area have the highest wildlife values, reflecting the presence of extensive tracts of high-quality open space encompassing several sensitive habitat types and the connection of these habitats with continuous open space habitat outside the study area. Representative key areas include but are not limited to Green Valley, Sycamore and Thompson creeks, including large tracts of adjacent coastal sage scrub habitat; the entire north-south mountain range along the eastern boundary of the study area; Rattlesnake Canyon; Warren Canyon; the eastern end of Poway Creek; and Lake Poway and its adjacent upland habitat.

The study area is rich in valuable wildlife habitat. Development in the south and north are reducing this value, albeit only minimally at the current time. However, continued development will decrease the wildlife habitat value, perhaps to a significant level. Reduction in habitat value can be kept to a minimum if the key wildlife areas are maintained intact and connected to each other, as well as to open space habitat outside of Poway, through a system of corridors.

The City of Poway supports 53 species of sensitive wildlife species, including 3 invertebrates, 1 amphibian, 8 reptiles, 35 birds and 6 mammals. These are species listed by the U.S. Fish and Wildlife Service, California Department of Fish and Game, and Audubon Society. The USFWS and CDFG officially list sensitive species as either threatened or endangered and unofficially recognizes many other species as candidates for listing.

The USFWS is currently evaluating a formal proposal for the listing of the California gnatcatcher as an endangered species. Poway supports a large regional population center of California gnatcatchers, with major subpopulations occurring in coastal sage scrub habitat north of Lake Poway and Espola Road, along the northern end of Pomerado Road, between and around Twin Peaks and Van Dam Peak and north of Beeler Canyon. A list of other potentially occurring sensitive animal species in the project area is included in the Detailed Biological Assessment.

Wildlife Corridor System

Lands within the City of Poway and its

sphere of influence provide a critical link between wildlife populations on its urbanized western boundary with populations and habitats on the relatively undeveloped eastern boundary. Similarly, City lands link the San Dieguito River Valley on the northern border of Poway with large open space areas on the south.

The MEA identifies a system of regional wildlife corridors within the Poway area that 1) connect areas of open space within the City, thereby maximizing the wildlife habitat value of these areas, and 2) provide essential links in a region-wide system of wildlife corridors. Such a wildlife corridor system can be maintained by protecting lands along a north-south and an east-west corridor through the area. The north-south corridor is designated below as the San Dieguito River-Sycamore Canyon corridor, while the east-west corridor is referred to as the Iron Mountain-Peñasquitos Corridor.

San Dieguito River-Sycamore Canyon Corridor: This corridor links the open space areas that form the eastern boundary of the study area, from the southern slopes of the San Dieguito River Valley to the County parks and Navy lands south of Poway. Much of this corridor is already in public ownership, including the former BLM lands and the Blue Sky Ecological Reserve. Substantial portions of the privately-owned lands along this corridor are constrained by slopes of greater than 25 percent. Land acquisitions are recommended to bridge gaps in this corridor.

A critical function of this corridor is to provide a link in the regional California gnatcatcher population. Significant populations of gnatcatchers exist to the northwest in Camp Pendleton and Carlsbad/La Costa. The Poway area links these northern populations to populations farther south (i.e., Fanita Ranch, Miramar, and Mission Trails Park) via the San Dieguito River Valley. An important link to the San Dieguito Valley occurs through the Green Valley Creek riparian strip. Green Valley Creek flows out of the Blue Sky Ecological Reserve and courses northwestward to the San Dieguito Valley. Riparian vegetation along these drainages is mostly intact and bordered by Diegan coastal sage scrub along most of their lengths. These creeks and adjacent uplands should be preserved as part of the San Dieguito River-Sycamore Canyon Corridor.

Iron Mountain-Penasquitos Corridor:

This corridor includes the slopes southwest of Iron Mountain, Beeler Canyon, and the fragments of open space on the mesa between Poway and Beeler creeks. It provides east-west linkage of the mountainous regions east of the study area and the coastal lowlands and river valleys to the west. This corridor also provides links to the patches of California gnatcatcher habitat in the western part of the City (i.e., Twin Peaks and Van Dam Peak).

This corridor intersects with the San Dieguito River-Sycamore Canyon Corridor in the southeast corner of the City. The mountainous areas that form the eastern boundary of the Poway area are adequately connected to the larger mountain systems to the east via the

chains of mountains that run north and south of the Santa Maria Valley (Ramona). These connections are outside of the Poway sphere of influence; however, a Poway corridor system plays an important role in conducting wildlife through the Poway area to points west.

Most significant in this regard is Los Penasquitos Canyon. Los Penasquitos Canyon and the adjacent Del Mar Mesa are the most significant areas of coastal open space south of Camp Pendleton. These areas are surrounded on the north and south by dense urbanization (North City West and Mira Mesa). The only connection of Los Penasquitos Creek to additional open space is to the east through southern Poway. The drainage splits in Poway into Poway Creek and Beeler Canyon, both of which originate in the rugged hills southwest of Iron Mountain.

The Poway Creek drainage is already heavily urbanized and holds little potential as a wildlife corridor. Conversely, Beeler Canyon is less developed and can still support wildlife movement. Sections of Beeler Creek are highly disturbed, particularly the area just upstream of its junction with Poway Creek and in the vicinity of the CalMat quarry. Additional upland buffer should be provided to facilitate animal movement through these "bottlenecks."

A connection to the mountains may be important for many wildlife species present in the lowlands. Many species of moths, butterflies, and birds have populations in both areas. Maintenance of east-west corridors will facilitate

movement between populations and promote genetic exchange.

Although Los Penasquitos Canyon and Del Mar Mesa presently support both mountain lions and mule deer, these populations are not expected to persist indefinitely, given their present isolation and proximity to urban areas. However, many other less sensitive mammal species, including bobcat, should persist in this setting and a protected connection to larger populations to the east is important.

Movement of wildlife from Iron Mountain and areas to the east into the study area is inhibited by Highway 67. The only topographically defined corridor that crosses the highway is a riparian strip bordering the northern tributary of Poway Creek, approximately 0.12 mile south of Iron Mountain Drive. Unfortunately, there is no bridge or underpass at this crossing, so large mammals have to traverse the four-lane highway. Retrofitting this crossing with an underpass would greatly facilitate wildlife movement.

Twin Peaks and Van Dam Peak are "islands" of steep, Diegan coastal sage scrub habitat in the western portion of the City. Both peaks are isolated from other habitat by urban areas and highways. This isolation reduces or eliminates their value as habitat for sensitive or target mammal species, but not for gnatcatchers. Due to access constraints, gnatcatcher surveys were not conducted in the approximately 1300 acres of sage scrub habitat on Twin Peaks, although small patches of scrub nearby do support gnatcatchers. Van

Dam Peak is approximately 1100 acres in size and supports roughly 15-20 pairs of California gnatcatchers.

A number of patches of privately owned dedicated open space occur along the north and south slopes of the mesa between Beeler and Poway creeks. These patches are roughly 50-100 acres in size and adjacent patches are no more than 1800 ft apart. These patches can serve as "stepping stones," enabling immigration between the gnatcatcher population on Van Dam Peak and those in the expanse of Diegan coastal sage scrub to the east.

Another set of small patches of dedicated open space between Van Dam and Twin Peaks may serve as stepping stones between those areas. These patches should be considered for acquisition as part of the Iron Mountain-Peñasquitos Corridor. Although it is not yet known whether gnatcatchers will cross the heavily urbanized areas between these patches, the inclusion of these "stepping stones" can only increase the likelihood of this type of movement.

OPEN SPACE

The vast amount of open space land in Poway represents a significant part of the rural character of the City. The mountains that surround the City, the creeks that cross the valley floor and the agricultural areas remind us of Poway's beginnings; each is an integral part of the rural lifestyle.

There are five major areas of open space within the City. They are the undeveloped areas to the north, east, and south; the creek areas; the agricultural areas; the public and private open space land such as parks and wilderness areas and significant archeological and historical sites preserved from the past.

The undeveloped open space lands that surround the Poway Valley comprise approximately 50 percent of the total City land area. Most of this area is in open space because of its biological significance, topography, the lack of adequate public services and the lack of adequate access. These vacant lands also harbor a significant quantity of the City's biological resources where plant and animal species can remain virtually undisturbed. The open space lands represent an area of significant scenic value because of the numerous hills and mountains such as Iron Mountain, Mt. Woodson, Goat Peak and several unnamed hills.

An important component of the Resources Element is the protection of the mountains and hillsides. Their preservation in large parcels greater than 20 or 40 acres will serve to: 1) preserve the biologically significant habitat of these areas; 2) preserve the scenic value and enhance the rural character of Poway; and 3) preserve the integrity of larger parcels, thus avoiding a fragmented land use pattern which places greater demands on public services. When not preserved through open space, the development of hillsides should be restricted to preserve the natural appearance of the landform.

The creeks and channels that cross the valley floor should be preserved for aesthetic, biological and public safety reasons. From the aesthetic standpoint, the creeks and the vegetation that grows around them contribute significantly to the rural character of the City. To the biological communities, the creeks and wetlands represent a significant riparian environment providing a source of food, water and shelter. A variety of indigenous, rare, endangered and diminishing plant and animal species thrive within these areas providing a non-renewable resource that must be preserved.

In regard to the public safety value of the creeks and channels, Poway's flood control depends primarily on natural channels rather than improved concrete channels. Poway must keep the creeks and channels open and unencumbered to reduce the chance of loss to life and property.

Poway began as a farming community over 100 years ago and some of the agricultural areas still remain. Today, avocado and citrus orchards are seen as the remaining form of agriculture. While the City does not encourage the expansion of agricultural uses across the mountainsides, it recognizes the need to protect the current investments that individuals have made and market demand for the product. Over time it is expected that some of the agricultural areas may be converted to very low density rural residential. The General Plan, however, does encourage the combination of agricultural and rural residential uses as is now developed in High Valley and parts of Green Valley.

Public and private recreation and wilderness areas represent a majority of the designated open space within the City. Through the years the City has developed an extensive public park and recreation system. To meet the growing and varied needs of the community the City proposes to increase the number of active and passive recreational areas within the various neighborhoods and progressively increase the wilderness area through the acquisition and dedication of biologically sensitive habitats, hillsides and ridgelines located throughout the City. Previously, the City acquired approximately 1,900 acres on the City's eastern perimeter from the Federal Bureau of Land Management. These 1,900 acres, in conjunction with the Blue Sky Ranch and Lake Poway and Rexrode Wilderness, have created an approximately 3,000 acre regional recreation wilderness area which contain a variety of active and passive recreational opportunities.

Although limited in number, private recreation, golf, swim and tennis, soccer and equestrian clubs also provide significant open space areas within the community and their continued use is encouraged. These private facilities and the City's developed park and recreation facilities are designated Open Space - Recreation (OS-R) in the Land Use Element and are discussed in the Public Facilities Master Element. (Amended per GPA 93-01A)

REGIONALLY SIGNIFICANT OPEN SPACE

In February 1991, SANDAG issued a report defining Regionally Significant

Open Space. The report is an element of the Regional Open Space Plan which will be prepared in phases. Subsequent phases will present: 1) criteria for evaluating preservation techniques, 2) institutional arrangements for acquiring and managing open space and 3) means of financing open space activities.

The report describes four major components of the Regional Open Space Plan, as follows:

1. Region-Defining Open Space. The major undeveloped areas along the border of San Diego County define and separate it from other regions. The first impression upon entering the San Diego region should be the feeling of openness and a break in continuous urbanization.
2. Natural Resource Areas. Certain undeveloped areas should be preserved in their natural state because of their environmental quality or sensitivity and overall value to the region. These areas include steep slopes, floodplains and wetlands. Other resource categories should be added when sufficient information is available to identify their locations and extent.

All jurisdictions in the region should have generally consistent policies for preserving these natural resources in a comprehensive and coordinated manner. This action will assure that adequate quantities of diverse habitat types are maintained and that the plants and animals found in these habitats are less likely to become endangered.

3. Region-Serving Open Space. Numerous areas are lightly developed with activities or facilities that serve the region as unique or outstanding recreational, safety or managed production (agriculture, mineral extraction) areas. These areas should be retained as open space and, in some cases, increased to serve the region's expanding needs.

Additionally, corridors of open space within and between communities should be retained in order to provide identity and a sense of community and to link significant open space areas.

4. Rural Lands. Areas outside the identified urban area should be planned to remain in a low intensity, rural land use pattern. These areas provide a contrast to complete urbanization and result in the visual appearance and feeling of more openness in the region.

Steep Slopes. The Regionally Significant Open Space Definition describes steep slopes or hillsides as those lands having a slope of 25 percent or more. These areas are typically susceptible to erosion in the rainy season and to wildfire in the summer and fall. In addition, steep slopes can have a very positive visual impact if they are left undeveloped. They tend to be more prominent than an equal area of flat land and give a greater impression of openness. Major ridgelines that are visible from significant view corridors or vista points are of particular importance.

The SANDAG report concludes that a uniform ordinance is not required as long as a "more consistent approach" to steep slopes is followed. It recommends that each agency include the following element in ordinances which address steep slopes:

1. Intent. Include a statement indicating that steep slopes are considered sensitive lands and that the topography and native vegetation should be preserved.
2. Definition of Steep Slopes. Use a definition indicating that steep slopes are those with 25 percent or more natural gradient. The minimum height of slopes to be reviewed should be 25 feet and the minimum amount of excavation to be reviewed should be 200 cubic yards; these two are optional criteria to determine the threshold for review.
3. Grading, Grubbing and Clearing. All grading, grubbing (removal of plants and their roots) and clearing should be regulated and a permit, included in the local Grading Ordinance should be required whether or not development is proposed to follow. This provision should protect sensitive biological resources as well as avoid erosion.

Clearing required by the appropriate agency for public safety purposes should either be exempt or allowed to have an expedited permit without a fee. Such clearing should be limited according to specified standards to avoid resource loss.

4. Zoning. Lower density zoning should be adopted to recognize steepness of slopes and reduce environmental damage.

5. Hillside Review. Hillside review policies or guidelines should be adopted, with the specific requirements to be determined by the local agency. Review of cut and fill slopes should recognize protection of the visual, aesthetic and environmental value, as well as engineering requirements. A landscape ordinance or manual may be useful to explain more fully the planting and irrigation requirements on disturbed slopes.

The report further suggests that specific requirements which should be included in the Hillside Review are:

- A. Design Guidelines should be prepared to show examples of appropriate development. Undulating contour grading should be used to eliminate the sharp edges and to restore the natural appearance of the manufactured slope. Ridgelines and prominent viewsheds should be protected by setbacks and other design features.
- B. Encroachment into the steep slopes (25% +) should be limited to minimize disturbance of the natural area. Exemptions should be allowed for specific uses, for example, roads shown on the General or Community Plan.
- C. Landscaping of the manufactured slopes should blend into the natural

area of the steeper slopes. This approach should reduce erosion, restore the appearance of the natural slope and conserve water.

- D. An open space easement, low density zoning or other restriction should be applied to the remaining undeveloped area of steep slopes. This requirement is necessary to ensure that no further grading or construction will take place on the steep slopes in the future.
- E. A penalty for grading, clearing or other violation should include a significant fine and/or grounds for denial of a discretionary permit for a specified time. This penalty is required to ensure that proponents of development will follow the appropriate process.

Poway currently has policies and/or ordinances in place which conform to items 1, 2, 4 and 5 above. An ordinance to regulate grubbing and clearing is currently being prepared.

Floodplains. During the 1960s a number of federal programs were established to provide flood insurance and disaster assistance; at the same time, the natural and beneficial values of floodplains and the wetlands that occur there were recognized. All federal agencies were directed "...to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative..."

The SANDAG report recommends that all of the region's agencies adopt ordinances similar to those in force in the County of San Diego, City of San Diego or City of Encinitas. Figure IV-3 shows the various floodplain encroachment schematics followed by San Diego County. The cities' ordinances more severely limit the development permitted in floodplains by disallowing filling except for very few uses. For examples, in San Diego filling is allowed only for roads shown in an adopted community plan, utilities, low intensity recreation and sand and gravel extraction with a conditional use permit. Channelization is permitted only for water supply projects, public safety and protection of existing development or to protect fish and wildlife. A buffer of 25 feet is required adjacent to any permitted flood channel.

Wetlands. The report identifies several categories of priority wetlands including: salt marshes, freshwater marshes, wetland flats, riparian wetlands and vernal pools. Of these, Poway has creeks which fall into the riparian wetland category and one site which has unprotected vernal pools of limited quality. The report recommends the acceptance by the region of the U. S. Fish and Wildlife Service definition of wetlands:

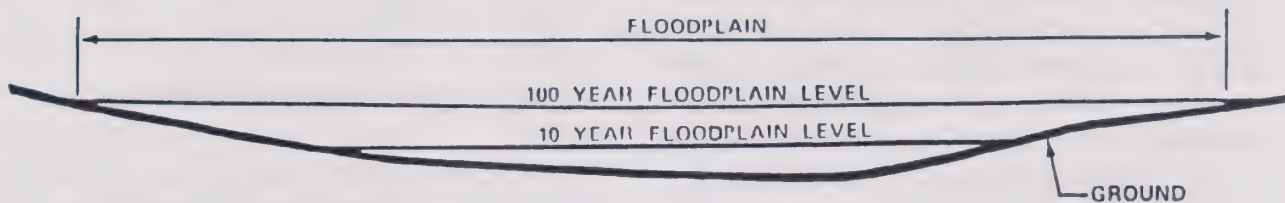
Wetlands are lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification, wetlands must have one or more of the following three attributes: (1) at

least periodically, the land supports predominantly hydrophytes; (2) the substrate is predominantly undrained hydric soil; and (3) the substrate is nonsoil and is saturated at some time during the growing season of each year.

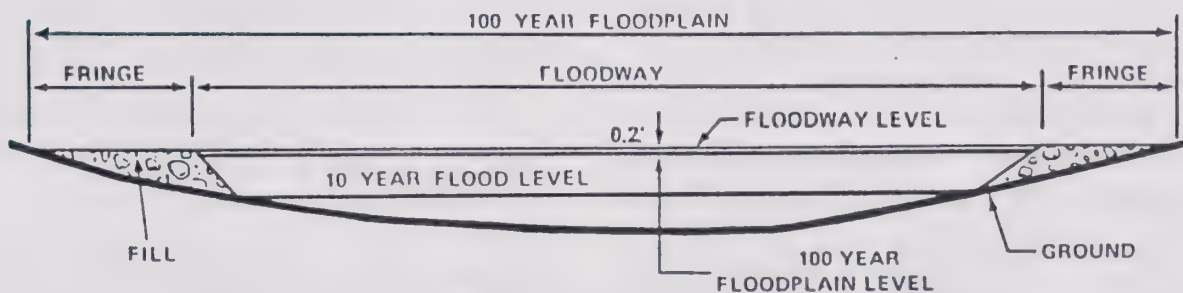
The report suggests that, in order to provide increased protection for wetlands the following should be regulated by the local jurisdictions: brushing, clearing and grubbing, agricultural use, grazing, discing, draining, ditching and herbicide use. In addition, it recommends that an appropriate buffer be provided around remaining wetlands.

Figure VI-3

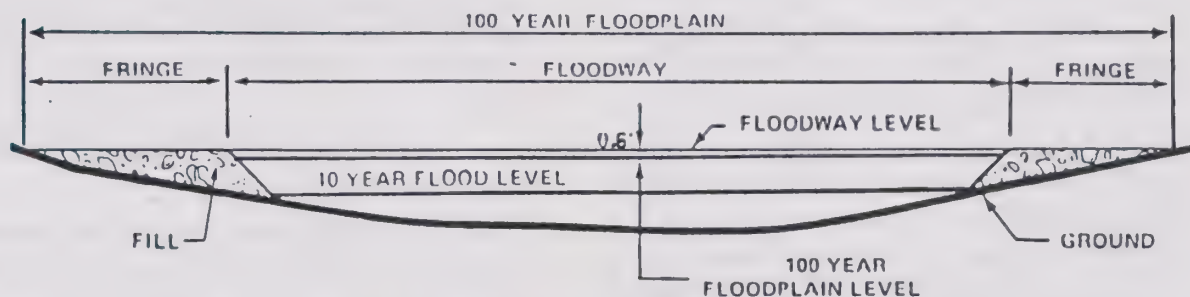
**SAN DIEGO COUNTY FLOODPLAIN MANAGEMENT
(Unincorporated Areas)
FLOODPLAIN ENCROACHMENT SCHEMATICS**



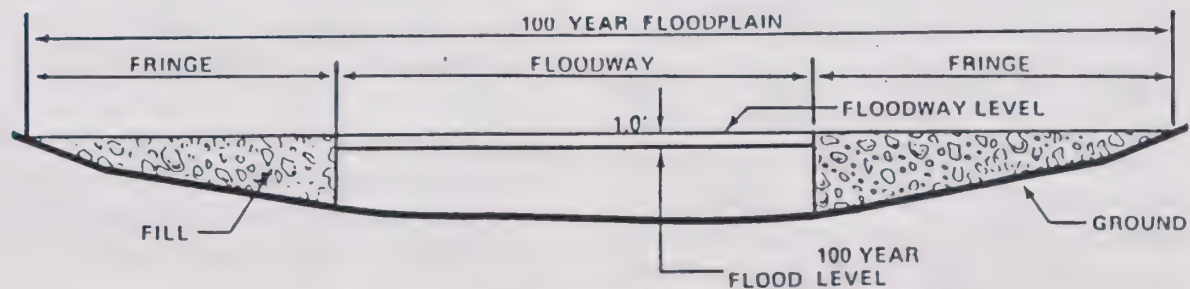
FLOODPLAIN - NATURAL STATE



**FLOODPLAIN ENCROACHMENT - MAXIMUM PERMITTED
ON FIVE MAJOR RIVERS**



**FLOODPLAIN ENCROACHMENT - MAXIMUM PERMITTED
ON OTHER STREAMS**



**FLOODPLAIN ENCROACHMENT - MAXIMUM PERMITTED
BY FEDERAL EMERGENCY MANAGEMENT AGENCY**

Various policies and strategies are included in the General Plan to provide protection for riparian corridors outside of the core area of the City where significant lengths of the creeks have already been altered. These, and the ordinance regulating clearing and grubbing which is being prepared are designed to protect the wetlands to a level comparable to that described in the SANDAG report.

Sensitive Biological Ecosystems. The Regionally Significant Open Space Definition report indicates that "various sensitive ecosystems (natural communities and their environments) should be preserved in major portions of the County in order to retain as much of the region's biological diversity as possible." It suggests however, that insufficient information is currently available to identify the appropriate areas. As part of the 1991 Comprehensive Plan update, Poway had a detailed biological assessment prepared by ERC Environmental and Energy Services Co. (ERCE). In addition, ERCE prepared a Focused California Gnatcatcher Resource Study for the City as mitigation for the Old Coach Golf Estates project. With this data base, Poway is prepared to make informed judgments about the sensitive ecosystems in the City and to participate in regional environmental efforts as soon as other studies are completed.

Wildlife Corridors. While the major open space areas provide "life cycle" room for many wild animals in the region, open space corridors provide the lifelines for the region's wildlife. Preservation of appropriate areas is important and the

determination of their location is related to the preservation of sensitive biological ecosystems described above. Information concerning these corridors was provided by the studies done by ERCE.

Region-Serving Open Space

Region-serving open space includes areas providing opportunities for outdoor recreation, especially regional parks, which generally are publicly owned or at least provide access to all of the public. In addition, agricultural production lands which should remain open due to public safety requirements (such as airport clear zones) and mineral production lands are included.

The Lake Poway/Rexrode Wilderness Blue Sky Ranch area is included on the list of region-serving open space. Also included is the San Dieguito River Valley Regional Open Space Park which is adjacent to Poway's northern border and includes a small section of the City.

ACTION PROGRAM

Implementation of the Resources Master-Element calls for the use of various planning tools including regulatory devices, review procedures, land acquisition and education. This section discusses the primary techniques that will be used to ensure that Poway's natural resources are protected for the future.

Goals and policies related specifically to resource protection and preservation are listed at the end of this master-element; however, many additional goals and

policies of this general plan relate indirectly to resource preservation. A complete listing of all goals and policies is contained in the Goals, Policies and Strategies Section of the General Plan.

Areas which are likely to contain sensitive biological, prehistoric or historic resources are identified on maps contained in the General Plan and the Master Environmental Assessment.

OPEN SPACE ZONING

The most direct way for the City to protect natural resources is to acquire ownership of them. Through purchase dedication required as part of the development process and transfer of title from the Bureau of Land Management, Poway has gained control of hundreds of acres of land which will be preserved in natural open space. These lands are designated Open Space - Resource Management in the Land Use Element and in the Zoning Ordinance. The uses allowed in these areas will be limited mainly to hiking and horse riding along improved trails.

In addition, the City owns about 200 acres of developed parkland and there is an additional 150 acres of private recreational open space. These areas are designated and zoned Open Space - Recreation.

RURAL RESIDENTIAL ZONING

Much of undeveloped Poway is zoned for large residential lots under the Rural Residential categories. These densities are protected through General Plan provisions which were adopted by voter initiative which require a vote of the

people to increase densities in rural residential areas.

DEVELOPMENT REGULATION

Various forms of regulation are available to protect resources. Both General Plan Strategies and Land Use Ordinance provisions impose design limitations for buildings on steep slopes. Development on "prominent ridgelines" is prohibited. Grading and the amount of the site that can be developed are limited based on slope. A new ordinance will require City review before brushing can occur. Development is also prohibited in floodways and restricted in floodplains.

LOT AVERAGING

Lot averaging provisions encourage development to be clustered in order to preserve open space and sensitive resources. This is particularly important in preserving large contiguous open space areas and biological corridors.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) was enacted to protect the environment from adverse impacts of public and private projects. It requires site specific assessment of potential impacts from proposed development and mitigation of impacts identified. If the proposed project has the potential to cause significant environmental impacts, an Environmental Impact Report (EIR) must be prepared. The EIR must include discussions to the extent they are relevant of the project's impacts on the area's natural resources, including topography, air and water quality, valuable natural habitats, rare or endangered species, cultural resources,

etc. The EIR must also identify mitigation measures to minimize the impacts of a project and alternatives to the proposed project that may be more environmentally responsive.

Mitigation may include the dedication of portions of the site as permanent open space. In addition, valuable resources may be preserved through acquisition by developers in other jurisdictions as off-site mitigation for the environmental impacts of their projects.

INTER-GOVERNMENTAL COORDINATION

In 1988, a 410-acre area known as the Blue Sky Ranch was acquired by a combination of agencies including the City of Poway, the California Department of Fish and Game, the Nature Conservancy and a developer seeking off-site mitigation. This area is now operated by the Department of Fish and Game as a biological preserve.

The cities of Poway and Santee are currently working with the County of San Diego to acquire a site (the Goodan Ranch) adjacent to the Sycamore Canyon Park. This property will be added to the Sycamore Canyon Park. The facility will include active uses such as a conference center, riding facility and campground in the area that has been disturbed through the ranching activity with the remainder being kept in permanent open space to help form a buffer between the more developed areas in Santee and Poway.

Poway is also part of the San Dieguito Regional Park Joint Powers Authority.

This group was created for the purpose of creating an open space preserve in the San Dieguito River watershed area extending from near Julian in the east to the ocean on the west.

Finally, all of the jurisdictions in the region have participated in a regional open space committee which through SANDAG, has issued a report entitled "Regional Significant Open Space Definition."

FINANCING

The principal source of funding for open space acquisition will be developer fees under the Quimby Act, land acquired as off-site mitigation for environmental impacts and dedication of land required as a condition of subdivision map approval.

PREHISTORIC AND HISTORIC RESOURCES ELEMENT

INTRODUCTION

Whereas most cities in Southern California have chosen to exchange the remnants of their rural or farming community beginnings for urban development, the City of Poway has chosen to retain its rural character and image. Important to this decision is the desire to preserve the vestiges of Poway's beginnings, such as historic landmarks and prehistoric occupation sites. The preservation of cultural resources expands the community's view of who they are, where they have been, and what they want to become. The tangible presence of buildings and sites that speak of other people, other cultures and other times is a form of history that enables the current residents of Poway to trace some of the paths to the present and the future. Without the many reminders of early Poway that still remain, the City's ability to define its "rural character" might not be possible.

An assessment of the prehistoric and historic resources of the City was completed in conjunction with the 1991 General Plan update and is included in the Master Environmental Assessment of the Poway Comprehensive Plan.

PREHISTORIC RESOURCES

The cultural chronology for the Poway area includes the generally accepted cultural phasing within San Diego County, consisting of occupation by the San Dieguito Complex, the La Jolla

Complex and the late prehistoric Luiseno and Kumeyaay Indians.

San Dieguito Complex

The term, "San Dieguito Complex" is a cultural distinction given to a group of people who occupied sites in this region between 10,000 and 8,000 years before the present (B.P.). The artifacts recovered from these sites duplicate a typology which corresponds to that which has been attributed to the Western Pluvial Lakes Tradition (Moratto 1984). Although sites associated with this complex are few in number, stratigraphic evidence at two sites has indicated that the San Dieguito may have been the first culture to migrate into the coastal plain at San Diego (Warren 1966; Moriarty 1967). The artifact typology of the San Dieguito Complex includes bifacially flaked knives, well-made planes and scrapers, crescentic stones and possibly milling tools.

The San Dieguito Complex is the least understood of the cultures that have existed in San Diego County. This is due primarily to the fact that San Dieguito sites rarely contain stratigraphic information or datable material. Currently, controversy exists among researchers which centers upon the occupation of the San Dieguito along the coast: whether the San Dieguito Complex evolved quickly into the La Jolla Complex or was assimilated into the La Jolla Complex or eventually migrated away from the coastal plain. Within the Poway area, very little evidence of the San Dieguito Complex has been identified.

La Jolla Complex

At approximately 9,000 to 8,500 years before the present, a major new cultural tradition became established in the county, primarily along the coast. This tradition has been called "the La Jolla Complex" and dates from sites attributed to the culture span a period of 6,000 to 7,000 years (between 8,500 and 2,000 B.P.). The La Jolla Complex is best recognized for its pattern of shell middens and grinding tool closely affiliated with the marine resources of the area and flexed burials (Shumway, Hubbs and Moriarty 1961).

The tool typology of the La Jolla Complex displays a wide range of sophistication in the lithic manufacturing techniques used to create tools. Scrapers, the dominant flaked tool type, were created by either splitting cobbles or by finely flaking quarried material. Inland sites of the La Jolla or Pauma, Complex, located away from the marine food resources generally lack shellfish remains but retain most of the typical implements of this culture (True 1958). These inland sites likely represent manifestations of the seasonal movements which comprised the subsistence pattern of these people. Traces of the La Jolla Complex have been identified in the study area, principally along Poway Creek and near Sycamore Creek north of Espola Road. The inland valleys such as Poway Valley were the easternmost extension of the La Jolla Complex.

Luiseno and Kumeyaay Indians

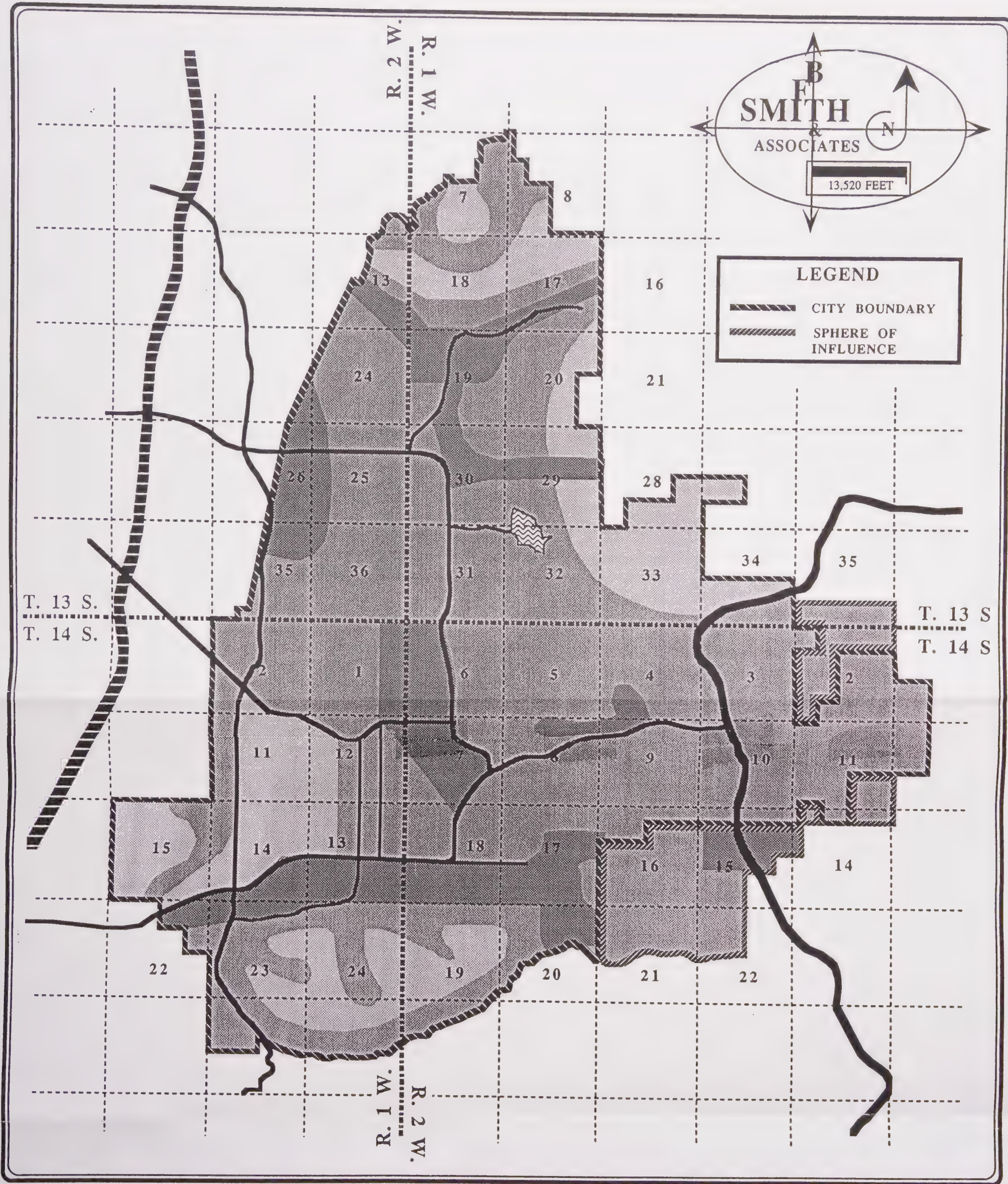
The last major migration into the coastal

zone occurred approximately 1,500 years ago, when Yuman- and Shoshonean-speaking peoples moved from the Colorado River basin to the coast in search of a more plentiful food supply (Moriarty 1969). Fortunately, ethnographic information is available from the period of the earliest Spanish contact to the late 1800s which has recorded a great deal of the non-material aspects of these groups.

Sites of the late prehistoric component are focused in the foothills and mountains rather than along the coast. The subsistence pattern was based on the collecting of seeds (especially acorns), berries and bulbs and the hunting of small game. Artifacts of the late prehistoric people include milling tools, ceramics, projectile points, scrapers, planes, beads, shaft straighteners and hammerstones. Ethnographic information denotes that the culture of the Kumeyaay Indians included a close clan system, religious beliefs and complex trade associations with relatives living in the Colorado River basin (Kroeber 1925).

ARCHAEOLOGICAL SITE PATTERNS

The dominant geographical elements in the area are Poway Valley and the main drainages in the valley, Poway Creek and Rattlesnake Creek. Undoubtedly, these combined to present an environment of consistent food and water resource potential. As a consequence, most cultural resource sites are located on terraces or elevations along the main waterways, with the exception of resource-specific sites, such as quarries.



PROJECTED ARCHAEOLOGICALLY SENSITIVE AREAS BASED ON TOPOGRAPHY AND ON PREVIOUS ARCHAEOLOGICAL STUDIES. GRID REPRESENTS TOWNSHIP SECTIONS.



- HIGH PROBABILITY THAT AN ARCHAEOLOGICAL SITE IS PRESENT
- MODERATE PROBABILITY THAT AN ARCHAEOLOGICAL SITE IS PRESENT
- LOW PROBABILITY THAT AN ARCHAEOLOGICAL SITE IS PRESENT

MAP OF PROJECTED ARCHAEOLOGICALLY SENSITIVE AREAS

Figure VI-4
PREPARED BY
BRIAN F. SMITH AND ASSOCIATES

The major sites in the valley setting are:

1. Site SDi-8245 - a major late prehistoric campsite located on a knoll overlooking the west end of Poway Valley and the confluence of Poway and Rattlesnake Creeks. The site includes milling features, rock art and midden deposits.
2. Site Sdi-4428 - a large quarry location where basalt materials were procured for artifact manufacture. This site is considered to be a significant prehistoric resource associated with the late prehistoric occupation in the Poway area.
3. Site Sdi-10,154 - probably the major prehistoric occupation location in Poway Valley. The site is situated along Poway Creek and has been extensively disturbed by development and relic hunting. The cultural materials have been deposited by Poway Creek through time to depths as great as 20 feet. Materials which have been recovered by relic hunters include a large number of manos and metates, steatite pipes and bowls, smoking pipes, projectile points pottery, burials, flakes and cores and lithic tools.

The data provided by the record searches indicates that the dominant culture in the Poway vicinity was that of the Kumeyaay Indians, who occupied the valley for approximately the past 1,000 years until the settlement of the area in the 1800s. Before the Kumeyaay Indians, the La Jolla Complex also occupied the valley. The use of the

valley by La Jolla Complex was not as extensive as that by the Kumeyaay. The area was likely a stop in the subsistence pattern of the La Jolla Complex, who migrated seasonally from the coastal lagoon to the inland valleys. From an archaeological perspective, no definitive evidence has been yet uncovered in the county area to directly associate the La Jolla and Kumeyaay peoples. The La Jolla Complex faded from the area at approximately 1,500 B.P., after being established along the coastal area for nearly 7,000 years. The Kumeyaay Indians migrated to the coastal side of the Laguna Mountains at approximately 700 A.D. For a span of nearly 1,000 years, generations of Kumeyaay Indians lived peacefully in the Poway area until the Hispanic Intrusion and the foundation of the Mission San Diego de Alcalá in 1769.

The archaeological record for the Poway region documents the presence of several different types of prehistoric sites. The variety of sites reflect the pattern of food collection areas, living sites and resource exploitation locations which were needed by the prehistoric inhabitants to survive in the region. The types of sites recorded in the Poway area include the following:

- Permanent villages and long-term habitation sites - For the La Jolla Complex and the Kumeyaay Indians, seasonal transhumance throughout their range in search of food was usually focused around major village locations. Ethnographic evidence suggests that most villages were not necessarily abandoned from one

season to the next, although most capable individuals followed the maturation cycle of plants to assist the "tribe" or family group in the collection of food or tool-making materials necessary for survival. Villages were the locations to which the foraging groups returned with stores of food for consumption or preservation. Villages are usually located at or very near permanent or semi-permanent sources of water and/or acorns and in relatively sheltered settings. The variety of artifacts found at a village site is usually very diverse, because the entire range of activities associated with the culture of a group would eventually have occurred there. As a result, a village site usually includes food preparation tools, cooking features (hearths), lithic manufacturing and maintenance tools, hunting implements (projectile points), milling tools, basketry tools, cremations and religious articles.

- Temporary camps-When the seasonal movements of the prehistoric inhabitants of Poway required the use of short-term camps to serve as the focal points for food collecting and hunting, sites were chosen to which the gatherers would generally return year after year for hundreds of years. Thus, while each period of occupation may not have been long, repeated annual use of the sites would result in the development of a deep midden deposit of artifacts, although these materials would not be as diverse as would be found at the village site, because the range of activities would have been limited to the collection of necessary resource materials.

- Milling stations - Perhaps the most commonly recognized prehistoric sites in San Diego County are milling stations, which are comprised of a single bedrock outcrop or a group of outcrops of granite, usually located near streams or oak groves, upon which the Kumeyaay and related groups processed seeds (usually acorns) for food. The milling process normally included the use of mortars to break the shells of the acorns and slicks or oval basins to grind the acorns into meal. Milling stations may be found either in isolation or in association with large or small temporary camps or villages.
- Lithic scatters - Lithic scatters are characterized by a surface dispersion of lithic production waste and tools. These scatters represent locations where lithic tools were prepared from a core or where tools were sharpened to create a new working surface through flaking. Within the Poway area, some of the recorded lithic scatters are associated with lithic quarries, where naturally occurring materials were exploited for tool manufacture.
- Features - Two primary types of rock features can be found in the Poway area: rock cairns and granary features. Cairns are usually stacked piles of rocks which served as trail markers or boundary locations. Granary features are circular stacks of rocks, usually two or three tiers high, upon which baskets or basket-like containers were placed to serve as acorn collection locations. The acorns would be left for a length of

time to dry in the granary prior to being ground into meal.

- Rock art - Pictographs (painting on the surface of large rocks) are the most common form of rock art found in Southern California and in Poway. Pictographs recorded in the study area include the Rancho Bernardo "maze" and other symbolic designs. Petroglyphs made by actually incising a design into the surface of a rock, comprise a less common form of rock art in the area.
- Isolates - Throughout the Poway region, isolated artifacts may be found representing the discarding of or breakage of tools or pits during the process of collecting food or traveling from one location to another.
- Rock shelters - Although neither natural nor enhanced rock shelters or enclosures are common features in Southern California, several have been recorded in the Poway area. A rock shelter is generally any natural formation of large rocks which affords shelter for man or for storage. In addition, shelters were sometimes enhanced by stacking rocks or making other alterations to make them more suitable.

The dominant site types found in the Poway area include bedrock milling sites, camp sites of temporary occupation, and lithic scatters. For the most part, these sites reflect resource exploitation within the catchment area represented by Poway Valley and the related drainage systems. The range of sites noted in the

archaeological record is common to San Diego County.

PREHISTORIC SITE SENSITIVITY ISSUES

The study area includes approximately 27,248 acres of which 10,784 acres have been subjected to archaeological surveys, resulting in the recordation of 167 prehistoric sites. The site records for the area indicate that the cultural resources represent a significant and rich record of the human occupation of the Poway area over the past 4,000 to 6,000 years. The pattern of recorded sites indicates that nearly all areas of Poway were utilized by prehistoric inhabitants to exploit the resources necessary for survival and cultural fulfillment. However, the pattern of prehistoric use is not uniform throughout the study area. The recorded sites are clustered around areas with water and food resources. Therefore, while the entire area of Poway may be considered potentially sensitive at some level, the analysis of existing environmental conditions, including topography and biology and the documented pattern of prehistoric sites has been utilized to plot relative levels of archaeological sensitivity throughout the City. The hierarchy of sensitivity (high, moderate, low) is based upon the following criteria, in descending order of importance:

1. The recorded pattern of sites.
2. The relative number of village and major camps or clusters of sites in an area.

3. The proximity to water -- water, even more than food was a primary factor in prehistoric occupation and subsistence patterns in the Poway Area.
4. The proximity to food resources, especially riparian and oak woodland habitats.
5. The proximity to lithic resources for tool manufacture.
6. The proximity to routes of ingress/egress, especially along Poway and Rattlesnake Creeks.
7. Topographic setting which included relatively mild slopes and terraces affording commanding views of the area and ease of access to food and water resources.

Utilizing these criteria, Poway may be viewed as consisting of areas of varying sensitivity, which are illustrated on the Projected Archaeologically Sensitive Areas Map. Despite previous development, many areas still retain high or moderate potential for the presence of sensitive and potentially significant archaeological resources. The zones of high, moderate and low sensitivity are characterized as follows:

Low Sensitivity - Areas of low sensitivity are those which have been previously surveyed without the discovery of any resources, areas which have been extensively graded and areas which have been developed.

Moderate Sensitivity - Areas which have been developed or altered, but by

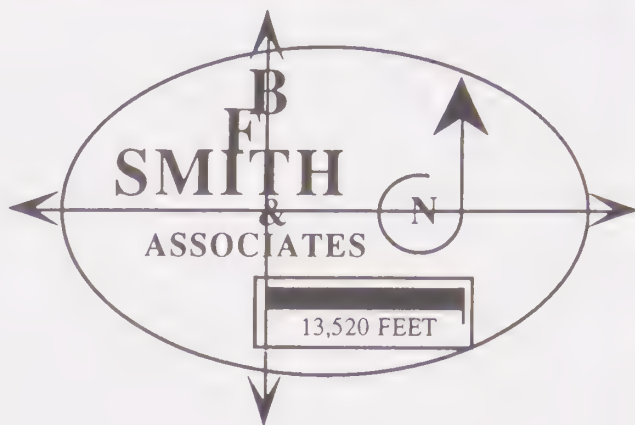
means which may not have impacted the subsurface soil, such as properties containing older homes on above-ground foundations or homes on very large and generally undisturbed lots; areas of agricultural uses; and areas of moderate slopes and bedrock exposures.

High Sensitivity - Areas which have not been disturbed are located near food and water resources, which have not been previously surveyed, which include bedrock outcrops or abundant vegetation or which contain clusters of prehistoric sites.

Based upon the archaeological record, prehistoric site densities range from one to ten sites per 160-acre tract (a quarter section) in areas which were previously surveyed. Overall, the Poway area was a major prehistoric occupation area within San Diego County, especially for the late prehistoric Kumeyaay Indians. The review of previous studies in the area revealed that nearly all of the archaeological survey programs conducted within the City and its sphere of influence (but outside of areas disturbed by development) have resulted in the discovery of at least one historically prehistoric site. This correlation is significant because it demonstrates that the potential for the discovery of archaeological sites is high throughout the area.

LEGEND

- CITY BOUNDARY
- SPHERE OF INFLUENCE



PROJECTED HISTORICALLY SENSITIVE AREAS BASED ON RECORDED HISTORIC SITES AND RESEARCH DATA



- HIGH PROBABILITY THAT HISTORIC SITES ARE PRESENT
- MODERATE PROBABILITY THAT HISTORIC SITES ARE PRESENT
- LOW PROBABILITY THAT HISTORIC SITES ARE PRESENT

■ — PLOTTED HISTORIC SITES BASED ON TOWNSHIP PLATTS, 1903 U.S.G.S. TOPOGRAPHIC MAPS, AND VAN DAM'S MAP OF HISTORIC SITES (1983).

MAP OF PROJECTED HISTORICALLY SENSITIVE AREAS

Figure VI-5

PREPARED BY BRIAN F. SMITH AND ASSOCIATES

HISTORIC PERIOD

The first recorded historic event in Poway Valley was the baptism of an Indian woman, Cupemia at the Ranchería of Paguay (baptism records, Mission San Diego de Alcalá, No. 3162, undated) in 1804. Following that year, most of the Indian baptisms and marriages took place at the mission, indicating that the occupants of the Kumeyaay villages in the Poway area, especially the Ranchería of Paguay, had been moved to the mission to join the assembled Indian groups there.

After the Spanish lost control of California to Mexico in 1821, the area of Poway was probably still used by the Franciscan fathers to graze cattle. After the secularization of the missions in California in 1835, the most desirable lands in the region were taken from the church and made available to the Mexican citizens through land grants. Public or government land was frequently used by various individuals to graze cattle (Hassan 1988).

In the 1830s, Corporal Rosario Aguilar of the Mexican Army, a long-time San Diego resident, applied for a land grant of the Rancho Paguay. Although no formal record has ever been located for this application (Hassan 1988), the grant for the rancho, which contained one square league (approximately 4,428 acres), was approved by Governor Juan Bautista Alvarado in 1839. To secure the grant, Aguilar was required to construct a house and plant trees around it. Aguilar either refused to honor this

requirement, or chose to ignore the grant, because he never completed the improvements (Bancroft 1964). Aguilar retained his home in Old Town and remained active there and while his heirs claimed that he had conformed to the requirements of the grant, it is probable that he did not occupy or pursue the use of the Rancho Paguay. Upon his death, the rancho passed to Aguilar's heirs, which appears to indicate that even if Aguilar was ambivalent about the grant, he did assume that his ownership was valid.

The owner of the Rancho de los Penasquitos, Francisco María Alvarado, tried to attach the Rancho Paguay to his rancho lands. After Aguilar's death in 1846, despite the claims of Aguilar's heirs, Alvarado acquired the land (Hassan 1988). Alvarado was taxed on the property in 1851 and in 1854 when Alvarado's possessions were sold at a sheriff's auction to fulfill a court settlement, the Rancho "Pauí" (Paguay) was offered for sale, although no offers were made on the rancho (*San Diego Herald*, September 9, 1854). Alvarado eventually reacquired his rancho as a result of negotiations between Philip Crosthwaite and Richard Kerren.

The claims of both Alvarado and Aguilar's heirs to the Rancho "Pauí" were eventually heard by the United States Land Commission, and by the 1870s, neither had submitted sufficient proof of ownership to be granted a patent by the government. Philip Crosthwaite, whose wife Josefa was related to Mrs. Alvarado, formed an agreement in 1855 with Francisco Alvarado to purchase half of Rancho Paguay if a secured deed could

be obtained by Alvarado. Prior to that time, Crosthwaite lived near Old Town on property he owned in Mission Valley. Alvarado gave permission for Crosthwaite to plant a garden for their joint use in the Poway Valley. Later in 1855, Crosthwaite filed a pre-emption claim (homestead) for 160 acres of the Ranchoaguay, apparently believing that Alvarado's claim to the rancho would not materialize (Hassan 1988). The claim filed by Crosthwaite corresponds to an area which appears to include the present Haley Trust property, located south of Poway Road and east of Community Road. Part of the claim includes the statement that a landmark in the 160-acre parcel was an old abandoned adobe -- perhaps this is a reference to the structure which Aguilar was required to build to satisfy the grant for the Ranchoaguay.

By 1856, Crosthwaite had built an adobe house and moved his family to Poway. Judge Benjamin Hayes spent the night there and recorded the hospitality he received from the Crosthwaites (Smith 1982). Crosthwaite raised livestock and farmed on his Poway land and was assessed for improvements and livestock in the years 1857 and 1861. In spite of the success which Crosthwaite appeared to achieve at Poway, he inexplicably gave his 160-acre parcel to Mathilda Kerren Anderson. Crosthwaite then moved his family to his large ranch in Baja Mexico, the 45,000-acre Rancho San Miguel (Tamplain 1975).

Settlement activity was minimal until after the Civil War ended, when settlers began to flow into the valley. An absentee landowner and short-term resident

named George D.W. Robinson owned several parcels in Poway. He used a group of "squatters" lent to him by William W. Ormsby to occupy several parcels under the Homestead Act (Hassan 1988). Other settlers came to the valley at about the same time: the Charles Stone Family came from Texas with their 12-year-old daughter, Matilda; Frederick W. Fisher; Antoine Hector and Alphonse LeClaire; and John McCann and William Reymaan. The majority of these settlers were bachelors. Homesteads in the valley were, by the late 1860s, often contiguous to each other. By the 1870 census, the Costanos Paine (or Payne) family settled at Rock Spring Station and the Andrew Jackson Babb family settled in the valley. The community of Poway became firmly established.

The economic base of the region was expanded from stock ranching to include grain farming with only moderate, short-lived friction between the two factions. The fields of the immigrant farmers were often damaged by wandering livestock. The short-term solution to the problem was for the farmers to shoot the offending animals. The "No Fence Law" of 1850 was implemented in the area of Poway by 1870. As a result, the responsibility for damage to crops caused by wandering stock was shifted from the farmer to the rancher.

Ranchers were forced to fence their lands. The shift in responsibility allowed the community to diversify economically and grow socially.

The year 1870 was a banner year in the history of Poway. An old wagon road

was transformed into a county road which passed through the valley and served the neighboring communities. This enhanced the ability of farmers to market their products outside the valley. In addition, the name of the valley became firmly established that same year. The Indian name, which had been variously recorded as "Paguay", "Paguai", "Pawii", "Pau", "Pauwai" and others, became "Poway" when the Postmaster General established a postal station in the valley. Although a schoolteacher was hired that year, it was not until the following year that a formal schoolhouse was planned. The county Republican convention was held in Poway in 1871. That year, a local resident was named the Poway delegate to the Democratic convention and became superintendent of schools (Hassan 1988). The decade closed with a federal survey of area townships.

A drought during the last years of the 1870s caused a reduction in the number of farmers in the valley, but the boom of the 1880s reversed that trend. The rains of 1880 ended the drought and the exodus from the area. Bees and citrus broadened the agricultural spectrum, providing Poway with greater economic diversification. Orchards were expanded and the valley became a fertile haven for farmers during this period. An informal campaign against natural predators in the area, such as mountain lions, coyotes, wildcats and bears decreased the losses of domestic fowl and livestock to other animals. By the end of the 1880s, the community boasted a satisfactory road system, a school, a cemetery, a church, mechanized farming and wire fencing (Hassan 1988). The International Order

of Good Templars (IOGT) constructed a hall which served as a focal point for community functions. A Grange and a Literary Society were indications that the community had become refined as well as diversified. Landholdings were divided and immigrants with marketable skills other than farming settled in Poway. By the end of the decade, telephone communication and road expansion further modernized the valley.

The 1890s witnessed a brief decrease in population and a disappointing attempt to bring railroad service to the valley. However, a daily stagecoach continued to serve the area until the automotive age. Despite the growth and success of the farming community during the 1880s, the lack of a dependable water supply restricted continued expansion in the area. This dependable water supply did not become available until 1954.

By the turn of the century, 800 people resided in the community of Poway (Howard 1988). The World Wars and the Great Depression affected the region no more or less than other rural communities. Poway was a haven for urbanites who sought a rural way of life near the urban center of San Diego. By 1970, the population of Poway had grown to 14,000 residents. As of April 1990, the population of the incorporated city was over 43,516 citizens (U.S. Census, 1990). Poway has shared the experience of the rest of the Southwest, in receiving a major influx of people from all over the nation. The character of the area has changed dramatically since the ranching and farming era of the 19th century.

In 1987 - 1988, the City of Poway conducted an informal architectural and historical survey for structures within its corporate boundaries, resulting in a preliminary list of 37 historical sites (MC 17.45.030). Since the valley was settled generally after 1850 and primarily after the Civil War, the types of structures which have been built vary in design, producing diverse, eclectic architectural styles. The types of structures which have been recorded include Mexican and Spanish influenced adobe homes and barns, prairie or pioneer style cottages, craftsman-style ranch houses and bungalows, stick Victorian houses and rock houses (which have come to represent a significant aspect of Poway's historic element). According to the City's study, at least 40 historical sites in Poway are more than 50 years old. However, the recorded site information for the Poway area indicates that at least 30 more sites or approximately 70 sites, are more than 50 years old.

HISTORIC SITE SENSITIVITY ISSUES

Historic structures which are important archaeological resources, as defined by Appendix K of CEQA are those which:

1. Are associated with an event or person of recognized significance in California or American history or;
2. Can provide information which is both of demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions or;
3. Has a special or particular quality such as oldest, best example, largest,

or last surviving example of its kind or;

4. Is at least 100 years old and possesses substantial stratigraphic integrity or;
5. Involves important research questions that historical research has shown can be answered only with archaeological methods.

Thus, structures, features or buildings are generally considered significant if they represent or depict a particular style, historic period, movement or event, or if they illustrate the work of a famous or well-recognized architect. More specifically, historic and architectural sites provide direct visual and tactile links with the historic past. In Poway, for instance, stone houses have come to represent a distinct remnant of rural home sites, especially in South Poway.

Neighborhoods take their identity from the architectural styles of the homes they contain, thus affording cultural significance to architecture. Historic or architectural districts frequently become focal points for restoration and urban renewal, which in turn enhance community awareness.

Other features of the development of Poway as an agricultural center and as a community include tree groves, windmills, wells, old roads and bridges. Pomerado Road, Espola Road, Midland Road, Community Road and Poway Road are all examples of trails and early roads which provide continuity between the past and the future development of the community. All of these elements of historical background should be

recognized in the historical site listing for the City.

other records as being associated with structures or other features of historical sensitivity.

The pattern of historic use is not uniform throughout the study area. The recorded sites are clustered in the flat areas of the valleys, where farming and ranching were possible. Therefore, analysis of existing environmental conditions, including topography and the documented pattern of historic sites plotted on township plats and quadrangle maps may be utilized to illustrate the relative levels of historical sensitivity throughout the city. The relative areas of historic sensitivity have been plotted on the Projected Historically Sensitive Areas Map. Despite the level of development in Poway, many areas still retain high or moderate potential for the presence of sensitive and potentially significant historical resources. The division of the project area into zones of high, moderate and low sensitivity was accomplished using the following criteria:

Low Sensitivity - Areas which have been previously surveyed without the discovery of any resources, areas which have been extensively graded and areas which have been developed.

Moderate Sensitivity - Areas within the city which have been developed while leaving existing historically sensitive homes on existing lots; undisturbed lots; areas of agricultural uses; areas of moderate slopes and along the historic road systems.

High Sensitivity - Areas which have been listed as historical sites, such as farms, houses or public buildings, or areas indicated on the township plats or

GOALS, POLICIES AND STRATEGIES

The goals, policies and strategies shown below are those that relate directly to issues discussed in the Resources master element. The various elements of the General Plan are intended to be consistent with each other and should be interpreted to be consistent. goals and policies contained in other elements will also support those included here. A complete listing of all goals, policies and strategies is contained in Section II of this General Plan.

GOAL II. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER, AND IMAGE OF THE CITY.

Policy B - Distribution of Land Uses

Land uses should be distributed so as to encourage in-fill development within the built-up parts of the City, protect the integrity of existing land uses and densities and preserve the open space and rural nature of Poway.

Strategies

1. Encourage land uses and densities that are consistent with a rural lifestyle and image, including preservation of open space and development of very low density residential land uses. The density of land use shall remain primarily rural within the hillsides and remote regions of the City and suburban within the developed central community core.
2. Large contiguous areas of open space shall be encouraged throughout the City and shall not be fenced or otherwise constricted.
3. Watershed areas with slopes greater than 25 percent shall be retained in parcel sizes of 40 acres or more.
4. The majority of residential construction in the City shall be in rural residential categories. Rural residential areas shall be primarily devoted to large-lot custom home construction although in some instances tract homes that simulate custom homes may be allowed.
5. Various types of multiple family units are encouraged in order to provide greater variety in regard to design and lifestyle preference.

6. Multi-family residential land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
7. Recreational uses (e.g., resorts, golf courses) may be allowed in rural areas providing that provisions are made for the health, safety and welfare of the users and surrounding residents and that the uses are consistent with the policies of the Land Use and Community Design Elements.
8. In rural residential areas, most uses other than agricultural and residential shall be limited to areas with natural slopes of 10 percent or less. Other uses such as hiking and riding trails, driving ranges, golf courses and other recreational uses may be considered on steeper slopes providing that they do not significantly alter the landform. Buildings and parking lots must adhere to slopes of less than 10 percent.
9. The distribution of land uses should consider the health, safety and welfare of the community in regard to natural hazards.
10. Public or quasi-public structures (schools, churches, hospitals) shall be located in low-risk seismic or geologic hazard areas.
11. Community commercial land uses that will serve the entire community or subregion in which Poway is located are encouraged along Poway Road adjacent to existing uses of similar intensity.
12. Limited neighborhood commercial activities may be located on the border of rural residential and urban land uses.
13. Mobile home park land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
14. New urban development projects (residential areas with greater than two dwelling units per acre (du/ac), commercial and manufacturing) shall be bounded on a minimum of two sides by existing urban land uses and existing public facilities.
15. Where a commercial area abuts a residential area, the following improvements shall be made to ensure compatibility:
 - Structures shall be adequately set back from the residential property line to avoid land use impacts;
 - An eight foot high solid masonry wall shall be constructed along the residential property line, except where it is clearly demonstrated that a shorter wall will adequately protect the residential property;

- Landscaping in the form of trees, shrubs and ground covers shall be planted within an area at least five feet wide, in addition to wall footings on the inside area of the wall.
16. It is the specific intent of the City that commercial land uses on Pomerado, Twin Peaks and Espola Roads not be substantially expanded beyond their present locations.
17. Public and semi-public uses should be located where the use is compatible with surrounding land uses, development intensity, topography and architectural style. The following provisions shall guide the location of such uses:
- Site should be located adjacent to a Transportation Element roadway;
 - Public utilities should be immediately available to the site;
 - Sites where the public/semi-public uses can serve as a buffer between residential and other potentially incompatible use are particularly appropriate.
18. Manufacturing uses shall be located so as not to create adverse impacts on surrounding land uses and/or the City transportation system.
19. Commercial and manufacturing service land uses adjacent to residential land uses shall include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to 60 dBA.
20. Incompatible land uses shall not be made contiguous without adequate buffering and/or setbacks. Special emphasis and techniques shall be used in buffering surrounding land uses from commercial uses. In the event a question of compatibility exists between two uses or intensities, the lower intensity use shall take precedence. The City Council shall make the final determination in those areas of questionable land use compatibility.
21. Provide information on all submitted development proposals that may affect student enrollment to the Poway Unified School District (PUSD) for review in light of their planning goals. The City shall provide the PUSD with regular reports of building permit activity.

Floodplains and Floodways

22. Land within the 100 year floodplain should be designated for low density residential or open space uses.

23. Structures which do not conform to Poway Flood Hazard Management standards must be brought into conformance with these standards if reconstruction, rebuilding or repairing made necessary by damage will exceed 50 percent of the reasonable replacement value of the structure prior to any damage.
24. Critical emergency uses (hospitals, fire stations, police stations, public administration buildings and schools) shall not be located in flood hazard areas.
25. Development within the 100 year floodway is prohibited.
26. Development in the 100 year floodplain may be approved if the following conditions are met:
 - All structures, both permanent and temporary, must be raised one foot above the 100 year flood level;
 - Information certifying the 100 year flood level must be submitted by a qualified civil or hydrological engineer;
 - All-weather access must be provided to all developments for divisions of land, residential units, commercial buildings, manufacturing buildings or public buildings;
 - Information certifying that no upstream or downstream changes to the 100 year floodplain will occur must be submitted by a qualified civil or hydrological engineer.
27. For purposes of land division, floodway areas shall not be included in the calculation of net area.
28. To prevent increased flooding within Poway, all new land divisions and commercial developments shall be reviewed to determine the feasibility of storm drainage detention. Should the project increase the storm drainage runoff by ten percent or more, the differential storm drainage runoff shall be detained to the satisfaction of the City Engineer. This does not preclude the City from requiring storm drainage detention for projects which do not exceed a 10 percent differential increase in storm drainage.
29. No development shall be approved that would inhibit, prevent or preclude the location of proposed detention basins on Rattlesnake Creek and the north and south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey, dated August 1981.

Policy A - Scenic Areas

Scenic areas, prominent vistas and open space areas that typify Poway's rural history and image should be preserved and protected through appropriate land use policies.

GOAL IV. IT IS THE GOAL OF THE CITY OF POWAY TO PRESERVE ITS NATURAL, SCENIC AND CULTURAL RESOURCES FOR THE FUTURE BENEFIT AND ENJOYMENT OF ITS RESIDENTS AND TO PROTECT BIOLOGICAL AND ECOLOGICAL DIVERSITY.

Strategies

1. Significant open space areas and scenic vistas along local scenic roadways should be protected.
2. The mountains, hillsides and prominent ridgelines are a valuable natural resource and should be preserved through appropriate land use policies.

Policy B - Waterways

The natural character of creeks and channels should be maintained or restored to the greatest extent possible with consideration for maintaining adequate flood protection.

Strategies

1. Development, including roads, should be set back from riparian corridors a minimum distance of 50 feet or a sufficient distance as determined by a qualified biologist to avoid any damage to these areas. These riparian corridors and associated buffer areas should be designated as permanent natural open space easements and the buffer areas should be vegetated only with appropriate native species, as determined by a qualified biologist or native plant horticulturist.
2. No activity or development shall be permitted within the watershed or viewshed of Lake Poway which would diminish water quality of the lake or its open space and recreational value.
3. Natural locations and rates of discharge into creeks and channels should not be increased without sufficient mitigation to ensure that significant alteration of the natural system will not occur.
4. The use of rip-rap in stream channels shall be limited to the minimum area required to protect adjacent improvements and stream banks from excessive erosion.
5. Public access to creeks, via trails, paths and greenways, shall be encouraged to the extent possible without negatively impacting the riparian habitat value.
6. Coordinate with other jurisdictions to monitor and maintain acceptable water quality standards in local streams.

7. Activities within the City's natural drainage systems which would adversely affect water quality (such as pesticide use, construction of septic leach fields and underground storage of hazardous substances) shall be strictly regulated.
8. Substances such as hazardous wastes or untreated wastewater shall not be discharged into the City's natural water systems.
9. Urban runoff from impermeable surfaces which may be contaminated with oil, grease, vehicle fuels or other toxic substances, shall have such contaminants substantially removed before discharge into the City's natural drainage systems. The City shall comply with the requirements of the nonpoint source urban runoff wastewater discharge permit.
10. Grading for development shall not increase the natural rate of erosion or cause siltation of stream channels.

Policy C - Biological Resources

Wildlife and natural plants are a valuable natural resource and should be preserved and protected.

Strategies

1. The acquisition and dedication of undeveloped land adjacent to and between existing dedicated open space areas is encouraged to promote large contiguous areas necessary for watershed, habitat and viewshed protection. If private development is required to purchase and dedicate land to mitigate environmental impacts, the acquisition of areas adjacent to existing large permanent open space areas is preferred.
2. Biological corridors shall be preserved in order to provide linkages for vegetative and wildlife communities between nonconnective open space areas. Special effort shall be made to acquire and preserve the two major wildlife corridors identified in the *Detailed Biological Assessment* and lands linking open space areas in Poway to open space areas in the region, such as the Sycamore Canyon County Park and San Dieguito Regional Park.
3. Development should not disrupt habitats considered to be sensitive, or the habitat of sensitive, declining, threatened, rare or endangered species. An assessment, performed by a qualified biologist, shall be required in areas where the existence of a sensitive species is known or reasonably expected to be present.
4. Off-road vehicle use is prohibited.

5. Access of humans and domestic animals to preserved biological habitats and sensitive biological areas shall be limited as deemed necessary to preserve the integrity of the areas.
6. Confinement of horses, cattle and other livestock shall not be permitted in natural open space areas or sensitive biological areas.
7. Mitigation for significant impacts to biological resources in the form of preservation (onsite and offsite) or restoration shall be required. All preservation and restoration areas shall be dedicated as permanent biological open space.
8. The City and development community should use the important biological resource areas, as identified in the *Detailed Biological Assessment*, as the foundation for a City-wide system of reserves and wildlife corridors. Efforts should be made to acquire unprotected lands within and adjacent to these areas, through mitigation banking programs or other land transfer and acquisition programs for the purposes of biological resource preservation and natural open space management.
9. Require biological monitoring during construction where there is the potential to impact sensitive biological resources. Construction monitoring shall be conducted by a qualified biologist and follow the guidelines outlines in the *Detailed Biological Assessment* to ensure that all construction practices consider the protection of sensitive biological resources both on and offsite.
10. Long-term biological management plans for open space areas within a proposed development should be developed by a qualified biologist and implemented by the developer.
11. Habitat conservation plans should be developed for endangered resources.

Wildlife

12. The hunting of wildlife shall be prohibited in Poway.
13. Development proposals shall consider areas determined to be particularly valuable to wildlife as identified for each quadrant of the City in the *Detailed Biological Assessment*. Efforts shall be made to minimize encroachment into these areas.

Plants

14. Plant resources, particularly large expanses of undisturbed natural areas, oak woodlands, riparian corridors, significant tree stands and sensitive, declining,

threatened and endangered species should be preserved through appropriate means such as buffering and dedicated open space.

15. Large tree stands comprised of oaks, sycamores or eucalyptus should be retained and integrated into project designs. The understory in these stands should also be retained or enhanced with native species as deemed appropriate by a qualified biologist or native plant horticulturist. Areas preserved shall be designated as permanent natural open space.
16. A permit is required prior to the removal of any coast live oak, holly oak, California Sycamore or any tree within the public right-of-way.

Policy D - Archaeological Sites

Archaeological resources are an important part of our heritage and should be preserved and protected.

Strategies

1. Archaeological guidelines for the treatment of archaeological resources discovered during the environmental review process shall be implemented. These guidelines are on file at the City of Poway.
2. The City shall require that all artifacts recovered from sites within Poway during environmental impact studies be presented to the City for permanent curation. This is also recommended for the sphere of influence. The City shall designate a repository (i.e., a museum) for the artifacts or direct that a suitable structure be built or converted within the city boundaries to house the collections. The City shall ensure the proper treatment of the artifacts by selecting an archaeologist/historian to define the necessary elements for curation of specimens as outlined by the National Park Service. If the City cannot designate a facility to curate the artifacts, then an agreement could be reached with the Poway Historical Society or the San Diego Archaeological Society to temporarily curate the artifacts.
3. Consider mitigation alternatives which include "in kind" measures that provide unusual or more beneficial results than the mitigation measures listed in the City archaeological/historical guidelines.
4. Maintain a listing of significant prehistoric sites and document the locations of all open space easements that include archaeological sites. These easements have been granted to protect resources; however, without acknowledging the locations of such easements, the success of the use of such easements for resource protection cannot be assured. The City should conduct a research effort to determine where easements for archaeological sites are located, especially those

easements which were "inherited" from the County of San Diego when the city was incorporated.

Policy E - Historical Sites

The historical structures which remain in Poway contribute significantly to the rural small town character of the community and should be preserved.

Strategies

1. Complete a comprehensive survey to identify and evaluate historic structures and sites in Poway.
2. Maintain a Historic Sites List that will include a register of locations, photographs, and historically relevant information regarding each site, structure or feature recognized as historically sensitive or significant to the city's heritage. The Historic Sites List will include as its foundation, the criteria for relative categories of significance included in the City's Ordinance 296. The method to be used for adding structures to the Historic Sites List is also provided in Ordinance 296. Prehistoric sites should not be included on this list, as it will be available to the public and the locations of significant prehistoric sites should not be made publicly known.
3. Support community efforts to register local prehistoric and historic features that fulfill state or federal requirements. The basis for the registration of local sites of historic and prehistoric significance will be the Historic Sites List. The City shall consider funding a periodic review of the Historic Sites List by a qualified historian for the purpose of completing nomination forms for the National Register and state landmarks list.
4. Maintain appropriate legislation to apply alternative building code requirements as deemed necessary on an individual basis to preserve historic structures. The City shall also maintain appropriate legislation prohibiting the demolition of an historic structure without an evaluation of the condition of the structure and the costs of rehabilitation.
5. Study the feasibility of securing contracts with the owners of historic structures or places to restrict the use or alteration of the property or structures as defined in Government Code Section 50280 et. seq. for tax advantages in the form of an historic easement. In the event that a contract or historic easement is executed, the City shall inform the County Assessor of any agreement reached for the purpose of historic preservation and encourage the Assessor to re-examine the assessment of the property based upon the agreement.

6. Prior to the demolition of any historic structure (for a definition of a historic structure, see Ordinance 296 and the archaeological guidelines filed at the City of Poway Planning Services Department), that structure shall be fully documented with plans, photographs, and an archaeological/architectural assessment. In the event that demolition is permitted for any historic structure within Categories A, B or C as described in Ordinance 296, mitigation may be accomplished through the payment of a fee which would be applied to the improvement of Old Poway Park. The City shall determine an equitable mitigation fee for the demolition of historic structures.
7. Mitigation of impacts to significant or sensitive historic structures may be accomplished by moving the structure to a new location within the city. This location should be similar in setting to the original site, depending upon the uniqueness of the original site.
8. Historic structures or places should not be designated for land uses that would lead to their demolition or to a depreciation in their value. Adjacent land uses should not conflict with the preservation of an historic structure or place.
9. Standards should be developed for community design adjacent to historic structures to preserve the integrity of the structure and its surrounds.
10. New development and physical improvements proposed on the east and west sides of Midland Road, between Hilleary Place and Twin Peaks Road shall be consistent with the adopted Old Poway Specific Plan.

GOAL VIII. IT IS THE GOAL OF THE CITY OF POWAY TO MINIMIZE INJURIES, LOSS OF LIFE AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE HAZARDS.

Policy D - Flood Hazards

The public should be protected against potential loss of life and property through regular dam and creek maintenance, proper flood hazard management policies and future capital improvements.

Strategies

Lake Poway Dam

1. Lake Poway Dam shall receive regular inspections of the embankment, spillway and inlet/outlet facilities to ensure safe operation.

2. Lake Poway shall be kept at or below the designed high water level to reduce the risk of spilling.

Natural Watercourses

3. Natural watercourses shall be maintained as the primary flood control channels. Where feasible, the natural creekside environment shall be preserved.
4. Maintain a program to ensure that the floodways are kept free and clear at all times. Costs associated with creek maintenance shall be borne by the property owner or the holder of open space easement rights.
5. Upstream detention basins shall be constructed on Rattlesnake Creek and the north and south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey published in August, 1981 in order to mitigate flood hazards while retaining the natural character of the major creeks and channels.

Watershed Areas

6. Watershed areas in the eastern Poway mountains should be preserved to maintain the health, safety and welfare of residents living adjacent to the City's major creeks in the Poway Valley.

Financing

7. The City shall explore and adopt appropriate legislation to finance the acquisition and construction of the detention basins including, but not limited to, developer financing, bonds and assessment areas drawn upon drainage area boundaries.
8. The cost of improvements to the City flood and drainage control system made necessary by new development shall be borne by the developer.

GOAL IX. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE AN EFFICIENT AND ECONOMICAL PUBLIC WATER AND WASTEWATER TREATMENT SYSTEM TO SERVE THE CURRENT AND FUTURE RESIDENTS OF POWAY.

Policy B - Groundwater

Groundwater supplies should be protected and monitored to ensure that overdraft does not occur.

Strategies

1. Rural land uses may use wells where it is not feasible to connect to the community water supply if it can be proven that an adequate supply of good quality groundwater is available. If well water is to be the primary water source, the provisions of the groundwater policy of the City shall be fulfilled.
2. Agricultural uses are not encouraged on wells that could deplete the groundwater supply.

<p>GOAL XII. IT IS THE GOAL OF THE CITY OF POWAY TO ENCOURAGE REGIONAL COOPERATION AND COORDINATION.</p>

Policy A - Planning

Support the coordination of land use and public facility planning programs among local, regional, state, federal jurisdictions and special districts.

Strategies

1. Continue to refer applications for regionally significant development to affected jurisdictions according to the terms of the interjurisdictional memorandum of understanding.
2. When considering major changes to its land use program, the City will evaluate the impact of proposed changes on regional land use planning and the planning programs of neighboring jurisdictions.
3. Continue to support and participate in the San Diego Association of Governments (SANDAG) regional land use planning programs as consistent with the Poway General Plan goals and policies.
4. Cooperate with regional measures to offset potential wildlife habitat loss or increase existing habitat, such as land-banking or open space acquisition and preservation programs.
5. Support regional transportation planning programs which minimize the disruption of externally generated traffic on Poway.
6. Support efforts to develop a limited access roadway between I-5 and I-15 along the SR-56 corridor.

7. Support and encourage an amendment to the Regional Transportation Plan (1990) to designate South Poway Expressway as an expressway to provide the major east/west route through Poway from I-15 to SR-67 and explore a state route designation for the expressway.
8. Facilitate the continued development of a regional trail system to serve equestrians, pedestrians and bicyclists.



Photo by Michael Hubert

PUBLIC SAFETY

EMERGENCY SERVICES ELEMENT

Natural and man-made acts threaten our property and personal well-being, sometimes necessitating the immediate aid of fire, paramedic or other emergency services. Emergency services are probably the clearest area of responsibility by the City or other public agencies to the Community. Poway's ability to protect the community residents from the effects of hazards is a combination of individual effort and City programs and operation. Emergency services planning in the future should emphasize the need to continue the high level of service.

The Poway Amateur Radio Society (PARS) in conjunction with the Radio Amateur Civil Emergency Service (RACES) and Amateur Radio Emergency Services (ARES) are considered an integral part of the City of Poway Emergency Plan. In the event of an emergency, these organizations will provide a coordinated backup emergency radio communication-network interconnecting police, fire and other organizations located throughout the City, County and State.

FIRE PROTECTION

Poway is a relatively safe community in terms of danger from structural fires. There exists within the community a well-developed and managed fire safety program that includes two stations. A third fire station is planned within the South Poway Business Park. In addition, the condition of most of the structures in the City is relatively good and therefore, they are more resistant to the spread of a major fire.

Wildland fires pose a greater danger because they are more difficult to control and suppress and can rapidly spread due to adverse climatic conditions. There are several sections of Poway where rural and single family residential homes are adjacent to open space areas. These homes are in greater danger because of their proximity to wildland areas. Policies should stress the need to reduce this danger through fire-retardant building materials and buffered setbacks. In addition, the City should also particularly stress the individual's part in fire protection.

FIRE STATIONS

Fire protection and suppression services are provided to the community by the Poway Fire Department.

The City of Poway Fire Department has a total of 35 employees and two fire stations. Nine firefighters are certified paramedics. All firefighters have received emergency medical training and have been certified in defibrillation.

The Poway Fire Department has an Automatic Aid Agreement with the City of San Diego, which results in an immediate dispatch of the closest unit to respond upon request for services. The City also has signed a Mutual Aid Agreement with the County of San Diego to assist any other cities/districts in firefighting efforts upon request.

The majority of Poway Fire Department responses are medical aids, traffic accidents, and wildland fires during the summer months.

The most significant issues which concern the City are those of hazardous material transport, earthquake damage to mobile home parks, major flood damage, aircraft accidents, and the potential danger associated with wildland/urban interface areas of the City.

The City presently has an Insurance Service Office (ISO) rating of four, and the following fire hazard standards are utilized:

- Minimum flow for fire protection water and minimum hydrant spacing.
- Stringent access for buildings; and hazardous material disclosure handling.

- Limitation of areas and land use for storage of combustible and flammable liquids in outside, above-ground tanks.
- Stringent fire sprinkler ordinance.

MEDICAL SERVICES

A major concern of the residents of Poway is the availability of medical services and facilities of the highest quality at the most efficient cost. Medical services should be provided with respect to the unique needs of the service area, with the Palomar Pomerado Health System, a special district, assisting the City of Poway in reviewing and analyzing the demand for medical services, and the proper method to respond to these changing needs. (Amended per GPA 93-01A)

TABLE VII-1

	<u>ON-DUTY PERSONNEL</u>	<u>FIREFIGHTING EQUIPMENT</u>
Station #1	4 Firefighters 2 Paramedics	1 - 55' Squirt Apparatus 1 - Paramedic Unit 1 - Brush Engine 1 - Water Tender 1 - 1500 GPM Reserve Engine 1 - Reserve Paramedic Unit
Station #2	3 Firefighters	1 - 1500 GPM Engine 1 - Brush Engine

Station #1 (headquarters) is located at the southwest corner of Community Road and Civic Center Drive. This site also includes a regional fire training tower facility.

Station #2 is located at the northwest corner of Espola Road and Old Coach Road in the North Poway area.

The availability of quality medical services is fundamentally important, in order to respond to daily health care needs, to personal emergencies, and to community disasters. In recent years, the delivery of quality medical services has shifted from the provision of these services at an acute care hospital to other delivery methods. For instance, skilled care nursing homes provide short-term care for patients who would have received such care in the hospital in the past. An increased number of surgical procedures are now provided in out-patient surgery centers. Freestanding urgent care clinics provide up to 24 hour care at secondary locations, in addition to hospital emergency rooms.

Essential medical and emergency care services are currently provided in Poway at Pomerado Hospital which is a 126-bed general acute care facility, providing a wide range of services except psychiatric and pediatric care. The hospital also includes a 149-bed skilled nursing facility and a chemical dependency unit. The campus of Pomerado Hospital, as well as the areas surrounding it, has been a focal point for many related medical services, such as medical and dental office buildings, nursing homes and other support facilities. In addition, a comprehensive discussion of the medical services and facilities available to North County residents is contained in the Palomar Pomerado Health System's *Strategic Long-Range Plan*. Services not provided directly at Pomerado Hospital are readily available elsewhere in the City or in neighboring communities within the district or the region.

LAW ENFORCEMENT SERVICES

The City of Poway receives its law enforcement service under contract from the San Diego County Sheriff's Department. A single Sheriff's Substation, located in the southeast quadrant of Poway Road and Pomerado Road is manned by 42 sworn officers and has a total of 56 employees.

Residential burglaries, auto thefts and petty thefts are enforcement problems within the City. According to the Sheriff's Department, these crimes seem to be spread throughout the City, rather than occurring in specific areas.

The City of Poway continues to have the lowest crime rate (27.5 crimes per 1000 population) within the County of San Diego.

A crime prevention program known as Neighborhood Watch, began in 1987 and approximately 300 neighborhood groups are currently operating under the program.

PATROL STAFFING LEVELS

General law enforcement staffing is determined by a concept called the "base level of service." This is a staffing plan developed by the Sheriff's Department to establish a minimum level of general patrol coverage for the more urbanized areas of the county and the contract cities. That minimum level of service is currently established at one 24-hour patrol unit (three eight-hour cars) for each 13,275 population.

Traffic staffing levels are largely based on guidelines developed by the International Association of Chiefs of Police (I.A.C.P.). Additionally, the nature and configuration of the roadways prior accident and enforcement history, the judgment of the traffic supervisors, and the desires of the City are elements which help determine adequate traffic staffing levels.

The Poway Sheriff's Department contract for the City currently provides for nine patrol units per day, four traffic units per day and two motorcycle units 8 hours per day (Monday through Friday).

Based upon current crime and traffic statistical data, the current level of staffing is considered "optimal." The combined level of patrol and traffic is sufficient to accommodate the current Poway population of 43,516 persons, since there is presently one 24 hour unit per 3,350 population.

DEFENSIBLE SPACE

Although crime is brought about by underlying social conditions, there are physical planning and design measures which can help deter criminal activity and protect individuals and their property. These measures take two forms. The first consists of improving the security of structures and the second consists of promoting social control over the immediate community by increasing visual and social contact among citizens.

In response to the alarming increase in urban crime rates during the late 1960s, architects, housing developers, city planners and police began to explore the

relationship between man's physical environment and criminal activities.

It had become increasingly apparent that the crime problems could not be solved by continual expansion of police forces or costly expenditures on security and surveillance equipment. Numerous studies were conducted to determine the relationships between the location of crimes and physical considerations such as building size, densities, architectural features and landscaping.

One idea that emerged from these various studies was the concept of "defensible space." "Defensible Space" can be defined as a physical environment which inhibits crime by creating a social fabric that defends itself:

.....All the different elements which combine to make a defensible space have a common goal - an environment in which latent territoriality and sense of community in the inhabitants can be translated into responsibility for ensuring a safe, productive and well-maintained living space. The potential criminal perceives such a space as controlled by its residents, leaving him an intruder easily recognized and dealt with . . .¹

¹Newman, Oscar, *Defensible Space*, New York, Collier Books, 1973.

The role of the City in employing the concepts of "defensible space" and other crime-preventive measures has never been formally defined. Although the design of most development proposals is

now reviewed by the City Council, crime preventive design measures have not traditionally been a concern of local governments.

One of the purposes of this element is to formally describe the importance of "defensible space" and clearly illustrate the function of this concept as part of the general plan and development process.

Traditionally, the responsibility for maintaining security in suburban neighborhoods has been relegated to the police and locksmiths; however, this situation is self-deceptive. When people attempt to protect themselves on an individual basis rather than as a community, the battle against crime is effectively lost.

"Neighborhood Watch" programs have been successfully instituted in many areas of Poway. Similar programs have been started in other cities and counties by local merchants for the protection of commercial and industrial properties. In all cases it is the open interaction, participation and communication between citizens and with law enforcement personnel that has led to the reduction of crime. Poway should continue to highly encourage and support community programs which open the lines of communications on a regular basis and which act as a mechanism to enhance neighborhood cohesiveness.

Neighborhoods can be designed so that the residents have private and semi-private outdoor spaces while still fostering social cohesion. A sense of neighborhood social support is important not only for conventional single family

detached subdivisions, but for multi-family developments as well.

Residential Design

Unfortunately, the construction of burglar-proof housing is virtually impossible. The main emphasis should be placed on the provision of security devices which delay the time required for illegal entry which in most cases is a sufficient deterrent. Recommended security measures include:

- Use of solid exterior doors without glazing, to prevent breakage of the door windows in order to reach and release the door lock. If door windows are desired, the width of the glazed area should be less than three inches to prevent access to the inside lock. (Interior keyed door locks serve the same purpose but are not recommended since they hinder egress in the event of fire.) Another alternative would be to install expanded metal over door window areas, using one-way screws.
- Solid exterior doors should be equipped with a fish eye lens viewer, or have a window located nearby, to permit identification of visitors.
- Windows should be located a sufficient distance from the door to prevent breakage of the glass and opening of the door from within.
- Standard exterior doors should be fitted with dead bolt locks with a minimum bolt length of one inch. The door frame must be drilled sufficiently to accommodate the one-inch dead

bolt in a locked position. Sliding exterior doors should have slide-bolt locks on the bottom track to help prevent forced entry.

- Windows should be fitted with keyed window locks and the locks secured with tamper-proof screws. Sliding glass windows may be secured with pointed thumb-turn locks, along with anti-lift screws or clips on both sides of the top track of the sliding section of glass.
- Buildings and their entries should be positioned to promote the feeling that the streets are an extension of the resident's territory.
- Amenities such as recreational areas, open areas and vegetation should be included in areas defined for the use of individual households, but should be designed to create a sense of territoriality while retaining the maximum level of visibility to these residents and passers-by.
- Design approaches recommended elsewhere in this document should be employed to achieve greater social contact at the micro-neighborhood scale and a sense of possession and thus, control of public areas which adjoin residences.
- Exterior/interior garage doors should be of solid-core construction, with exposed hinges pinned and secured with dead bolt lock(s).
- Overhead garage doors should be secured with padlocks, flush bolts or cane bolts on both sides of door(s).

- House numbers should be four inches in height on a contrasting background. They should be located on the house and the curb, and on the entrance to the driveway of each home when the structure is not clearly visible from the street. Multi-family units should have three-foot numerals painted on each roof for easy identification by the Sheriff's ASTREA unit.
- Street names shall not be over three words or 40 letters in length for facilitation of dispatching emergency vehicles to the area. Repetition of street names or similar-sounding street names should be avoided.

Nonresidential Design

The use of design techniques to prevent crime in nonresidential districts is more direct. The key is not to create social cohesiveness, but rather to design structures in a manner to ease the patrol operation of law enforcement officers and to aid community surveillance.

Decisions concerning crime prevention in commercial and industrial properties involve trade-offs between ease of access for patrol vehicles on the one hand and aesthetics and protection of adjoining residential properties from noise and intrusions on their privacy on the other hand. Commercial, office and industrial properties that are designed in a manner to provide interior garden courts, private fenced patios or isolated entrance points are more prone to burglary and robbery than those that have a high degree of visual accessibility.

A typical solution to the problem of noise impacts from commercial and industrial operations on residential neighbors is to construct masonry walls and landscaping berms. Law enforcement personnel have indicated that a masonry wall/landscape setback solution to attenuate noise and visual intrusion does not increase incidents of burglary in adjoining homes.

should be secured with expanded metal with one-way screws to prevent access into the building(s).

Recommended security measures include:

- Entrances and exits to buildings should be kept to a minimum, be well lighted, and visible to the public and patrols. All exterior doors should be of solid-core construction, with exposed hinges pinned.
- Walkways should be situated to generate enough traffic to provide a deterrent by virtue of the number of people using the path at all times.
- Landscaping materials along walkways and parking lots should not permit concealment.
- Adequate lighting should be provided along all streets in parking lots, in landscape areas and around interior areas.
- Parking stalls should be laid out to permit maximum observation by patrol, the public and parking lot attendants. If possible, the lot should be at a lower grade than the surrounding streets to increase observation opportunity.
- All means of gaining access to roofs should be removed except where required by fire codes. Roof openings

HAZARD MANAGEMENT ELEMENT

Hazards created by natural phenomena or as a result of human action are a part of everyday life. Most hazards occur infrequently and normally at random. The random occurrence normally expected with hazards causes the fear of their ability to damage or destroy property and endanger health or lives. It has generally been considered the responsibility of government to make community residents aware of hazards and create as safe an environment as possible.

The Hazard Management Element contains the provisions for the protection of life, health and property as a result of national hazard occurrence. This is accomplished by the (1) identification of hazards areas and (2) establishment of hazard management guidelines.

The natural hazards that occur in Poway are:

- Geologic hazards;
- Seismic or earthquake induced hazards; and
- Flooding caused by rainfall or inundation from dam failure.
- Fire hazards; and
- Noise hazards.

State Planning Law requires cities and counties to identify hazardous conditions and to prepare and implement policies to increase public health and safety. The following sections are addressed by this element:

- Section 65302(f) of the Government Code which requires preparation of a

noise element that quantifies the community noise environment and serves to guide development to achieve noise compatible land uses.

- Section 65302(i) which requires the preparation of a safety element with provisions for the protection of the community from fires, geologic hazards and crime.
- Section 65302(f) of the Government Code requires preparation of a seismic safety element to assess the potential and level of risk that exist from seismically induced hazards.

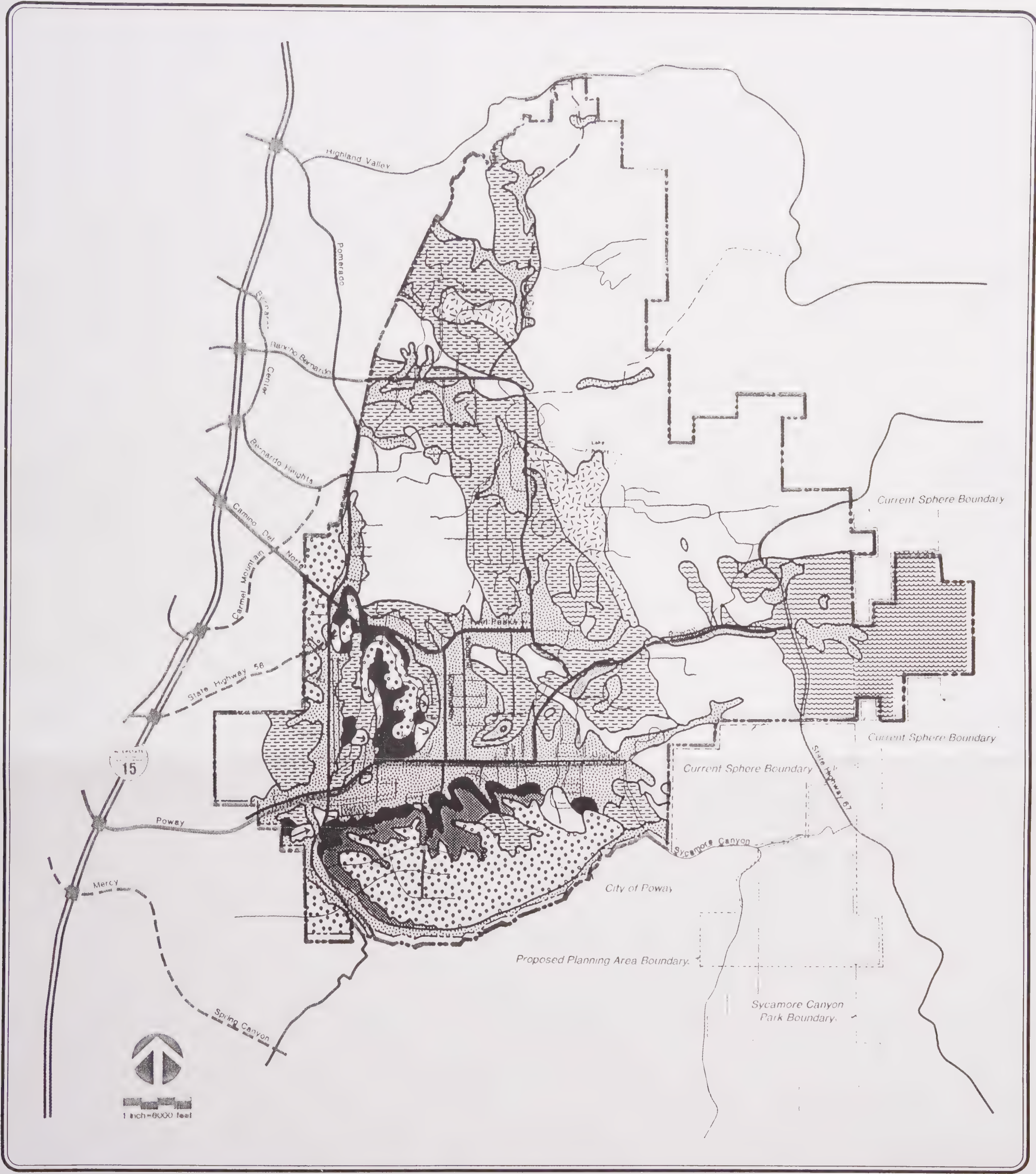
GEOLOGIC HAZARDS

Geologic hazards occur as a result of unstable geologic formations that can be caused by nature or by man. In Poway, landslides, rock falls, seismic induced rupture or shaking, earth settlement and expansive soil conditions are the main geologic hazards.

Most of the problems associated with the geologic hazards in Poway are because of the vulnerability of several geologic formations found in the City and previous poor land development practices. Over a period of several years, the latter conditions have significantly worsened the problem.

LOCAL GEOLOGY








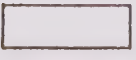


The geology of Poway can be divided into geologic zones based upon the age and general composition of exposed rocks (Figure VII-1). These areas are:



Geologic Formations

Figure VII-1

LEGEND

	Lusardi Formation		Green Valley Tonalite
	San Marcos Gabbro		Santiago Peak Volcanics
	Friars Formation		Pomerado Conglomerate
	Alluvium		Woodson Mountain Granodiorite
	Landslide		Stadium Conglomerate



Metamorphic Rocks

Bedford Canyon Formation: Low grade metamorphic rocks comprised of clastic meta siltstone, slate, shale and mica sandstone and meta conglomerate.

Santiago Peak Volcanics: This rock unit consists of slightly metamorphosed and acidic, rhyolitic, and dacite volcanic rocks, with local tufts and breccias. These rock units are relatively dense and resistant to erosion.

Igneous Rocks

San Marcos Gabbro: This unit is hornblende gabbro which intruded the older Santiago Peak Volcanics and Bedford Canyon Shale and was in turn intruded by the younger granitic rocks. The gabbro is rather resistant to weathering; exposures tend to form broad based, conical-shaped, bold hills with few surface boulders.

Green Valley Tonalite: This unit is highly susceptible to weathering and forms low areas with gentle topography.

Woodson Mountain Granodiorite: This unit is very resistant to erosion, forming most of the high areas in the Planning Area. Outcrops tend to be characterized by large rounded boulders, as on Mt. Woodson. Also large exfoliation domes are common.

Sedimentary Rocks

Lusardi Formation: This unit is one of the three post-batholithic Cretaceous units of the Rosarion Group. The Lusardi formation is a boulder

conglomerate that occurs in limited outcrops in the Planning Area. This unit is characteristically very coarse and poorly sorted and contains locally derived cobble-to boulder-sized material.

Friars Formation: This is one of six units that make up the La Jolla Group. The Friars formation consists of lagoonal and nonmarine sandstones are composed of expansive clays, montmorillonite and kalinite. The sandstone beds may be locally interbedded with sandy claystones. Cobble conglomerate lenses of stream origin are also found.

Stadium Conglomerate: This unit is one of three units that make up the Poway Group. The other two units of the Poway Group, the Mission Valley Formation and the Pomerado Conglomerate, underlie only a small portion of the area and are located in the southwest portion of the planning area. The Stadium Conglomerate is a moderately well sorted cobble conglomerate of nonmarine origin. The distinctive "Poway" cobbles are composed of slightly metamorphosed rhyolitic and dacitic volcanics and some quartzites. The cobbles were deposited by westward flowing streams, as river channel and deltaic sediments from an eroded source area within a short distance east of their present position.

Mission Valley Formation: The Mission Valley Formation is a soft, friable, light silver-gray fine to medium grained, quartz rich sandstones. It also contains interbeds, tongues and lenses of brackish water claystones that locally compose 20 percent or the section. The unit is found only in the southwest portion of the Planning Area and is not an extensive unit.

Pomerado Conglomerate: The Pomerado Conglomerate is a massive cobble conglomerate which is lithologically identical to the Stadium Conglomerate. The Pomerado is the youngest unit of the Poway Group and is separated from the Stadium Conglomerate by the Mission Valley Formation. Where the Mission Valley Formation is missing, the two conglomeratic units are in contact and are indistinguishable.

Alluvium and Slope Wash: Alluvial material consisting of poorly consolidated stream deposited silt, sand, gravel and cobble-sized particles occur in the major stream channels and mantels the lower valley slopes.

As stated previously, landslides, rockfalls, seismically induced movement, fill settlement and expansive soils are the principal geologic hazards in the City. Factors which are likely to induce ground movement on unstable slopes include:

- Oversteeping of natural slopes by erosion or grading; most landslide prone areas with slopes greater than 30 percent have landslide deposits.

- Undercutting of slope bases by erosion or grading.
- Overloading slopes with additional weight.
- Saturation of incompetent material by periods of prolonged rainfall, over-irrigation, leaky swimming pools or utility pipes and leach line discharge.
- Ground acceleration during earthquakes.

The Friars and Mission Valley Formations have been involved in numerous landslides. Most of the landslides are rotational slopes. It is estimated that most of these landslides occurred 15,000 to 20,000 years ago, based on data of slides having similar characteristics. Generally, sliding appears to have originated at the contact between the upper portion of the Friars formation and the lower portion of the Stadium Conglomerate. Rockfall are created by oversteepened slopes in the granitic terrain all due to seismic shaking. Fill settlement is due to poor grading and compaction techniques due to inadequate inspection and enforcement of grading codes. Expansive soils are clay soils which expand in volume with an increase in moisture content. Damage is caused when structures are built on this soil without adequate foundation design. As with landslides, fill soils derived from the Friars and Mission Valley formation are the predominate materials involved in fill settlement and expansive soil problems.

GIMS MAPPING SYSTEM

The City has a method of identifying general geologic hazard areas in terms that can be understood by the layman. In the past, geological assessments in General Plans have been encumbered by highly technical jargon that is meaningful only to engineering geologist. The system used herein, the Geotechnical Interpretative Mapping Symbols (GIMS) System, has simplified the communication of geotechnical information.

The GIMS map interprets both soil engineering and engineering geologic information to employ the use of the symbols that are shown on Figure VII-2. The symbols that have been devised represent the principal geotechnical considerations that can directly impact the feasibility and economics of land use. The use of the system relies on the ability of the map user to familiarize himself with a few symbols that, when observed on the GIMS map, can be directly translated onto a course of action by any one of several disciplines that are involved in land use. Each symbol is unique to a particular geologic or soil engineering concern that is commonly referred to by the geotechnical community. Once the map user has memorized the symbol and its related geotechnical consideration, area-wide maps can be viewed and utilized to understand land-use potential and those impacts which will require thorough analysis by the soil engineer and the engineering geologist.

The previously mentioned geotechnical considerations imply varying degrees of

impact geology and geotechnical factors may have on land use. These impacts do not prohibit development, but suggest an order of geotechnical investigation and mitigation to be considered. The Slope Stability symbol designates the areas where development constraints require the greatest care and analysis, followed to some lesser degree by Expansive Soils, Rippability and Compressible Soils. The factors of shallow groundwater, flooding potential and erosion might all be considered of equal importance having similar economic and design impacts.

Any mapping system has limitations under which it should be employed. The GIMS system of mapping does not act as a substitute for the project specific geologic map or geotechnical investigation. The hazards map simply provides some pre-assessment of what should be looked at in more detail.

SEISMIC HAZARDS

The Seismic Hazards section is designed to identify and evaluate potential seismic hazards and risks within the City of Poway and provide mitigation in the form of general policy guidelines. The mitigation measures shall include the requirements of California law and the recognition of the City's responsibility to the community residents.

This section is closely related to the Geologic Hazards section. While Geologic Hazards analyzed the potential risks that exist because of the geologic formation of Poway, Seismic Hazard

analyzes to what extent these conditions will be increased or altered by a seismic event.

LOCAL SEISMIC ACTIVITY

Although the Regional Fault Map shows faults in Poway, these are classified as inactive by the California Department of Conservation, Division of Mines and Geology. Based upon the available information and historical records, Poway is remarkably free from other seismic hazards despite relatively high earthquake activity along the major fault systems in Southern California. It can be expected that minor to moderate damage will result from seismic activity. The potential exists for a major seismic event to occur along one of the major faults and result in local damage.

REGIONAL SEISMIC ACTIVITY

As stated previously, seismic hazards do exist as a result of a major seismic event on one of the fault systems located in Southern California. Three faults systems - the Elsinore, San Jacinto and Rose Canyon - would have the greatest impact on the City (see Figure VII-3).

Elsinore Fault

The Elsinore Fault is a large, active, northwest tending fault which comes as close as 20 to 22 miles to Poway. The overall length of the fault is approximately 135 miles; however, the most active portion of the Elsinore Fault is the 60 mile section between Lake Elsinore and the Vallecito Valley. There have been a number of epicenters in the Lake Elsinore area. Because of its proximity and great length, the Elsinore

Fault has the greatest potential to cause damage to Poway. The maximum probable earthquake on the Richter Scale has been calculated at 6.9 to 7.3. The recurrence interval for an event at one per hundred years. The maximum credible earthquake is approximately 7.6 with no calculable recurrence rate.

The largest recorded quake on the Elsinore Fault occurred in 1910, was centered in Lake Elsinore area and was recorded as having a Richter Scale magnitude of 6.0. This event, epicentered about 60 miles north of Poway, caused no recorded damage in the Poway area. A maximum probable quake of 6.9 to 7.3, with an epicenter located on the closest sections of the fault, might cause heavy damage to, or the collapse of, unreinforced masonry structures. A maximum credible quake of 7.6 could cause moderate to heavy damage to weak masonry structures and light to moderate damage in wooden frame structures. Quakes with epicenters along the more distant sections of the fault are not likely to cause significant damage in the Poway area.

The Agua Caliente Fault and the Earthquake Valley are considered major branches of the Elsinore Fault. These faults are located approximately 28 to 30 miles respectively from Poway and there is little known about their recurrence rates or potential for damage although they are believed to be active. The Temescal Fault runs roughly perpendicular to the Elsinore Fault and intersects it just west of Lake Henshaw. There have been many small (2.0 to 3.9 Mag.) earthquakes located in this area.

These may or may not represent the release of accumulated strain along the Elsinore Fault; however, the continual release of small amounts of energy along this fault reduces the potential of a major event occurring.

San Jacinto Fault

The San Jacinto Fault is a major, active, northwest-trending fault located less than 45 miles from Poway at its closest point. The San Jacinto Fault is considered to be a major active branch of the San Andreas Fault system. Land forms along the fault indicate a long, active history. The proximity and activity of the San Jacinto Fault make it more significant to Poway than the San Andreas itself, which at its closest point is about 70 miles from Poway. Significant events occurring along the San Jacinto Fault include a quake in 1890 and quakes in 1899, Richter Scale magnitude 6.5 in 1968 and 5.9 in 1969. Topozada and others (1981) and Yerkes (1985), list at least five other earthquakes on the San Jacinto fault: 1) a M6 earthquake on September 20, 1907; 2) a M6.8 earthquake on April 21, 1918; 3) a M6.0 earthquake on July 23, 1923; 4) a M6 earthquake on March 25, 1937; and 5) a M6.6 earthquake on October 21, 1942. There was no reported damage in the Poway area resulting from the 1890 and 1899 events. The 1968 and 1969 quakes, considered the strongest to hit California in 15 years, caused only minor damage locally.

The maximum probable quake has been estimated at 6.9 to 7.3 with one such event occurring every 100 years. According to the working group on

California Earthquake Probabilities (1988), there is a 50 percent chance of at least one of these earthquakes occurring before the Year 2018. The maximum credible quake for the San Jacinto fault is considered to be approximately 7.6 with no calculable recurrence rate. Damage resulting from a maximum probable intensity event would be expected to cause little or no damage in well built structures, light to moderate damage in poorly built structures, and possible heavy damage or collapse of unreinforced masonry structures. A maximum credible quake would be expected to cause similar but more widespread damage resulting from greater intensity and duration.

The San Jacinto fault is approximately twice as far from Poway as the Elsinore Fault. This distance has an insulating effect, and makes the San Jacinto Fault relatively less hazardous to the Poway area than the Elsinore Fault.

The Coyote Canyon Fault is considered a branch of the San Jacinto Fault. During the 1968 magnitude 6.8 quake, a surface rupture 20.5 miles long occurred along this fault. No recurrence rates of probable earthquake intensities are available for this fault; for planning purposes it should be considered part of the San Jacinto Fault zone.

Rose Canyon Fault

The Rose Canyon Fault lies 16 to 20 miles west of Poway in the Pacific Ocean, and may be part of the Newport-Inglewood Fault system which has been historically active and was the source of the 1933 Long Beach Earthquake. Recent studies have caused the California Division of Mines and Geology to consider the Rose Canyon Fault to be active. These trenching studies (Anderson and others, 1989, Lendral and others, 1990) have found evidence of Holocene movement along the fault. Earthquakes of 5 and 6 intensity have occurred near the Rose Canyon Fault. Studies indicate the maximum probable earthquake would be between 5.8 and 6.2 with two repeat intervals of one per 100 years. The maximum credible earthquake would be approximately 7.1 with no stated recurrence interval.

A maximum probable quake on the closest section of the Rose Canyon Fault could cause moderate damage in the Poway area. Unreinforced masonry or poorly built structures might sustain moderate damage on the closest sections of the Rose Canyon Fault. A maximum credible earthquake could cause moderate damage in well built structures and heavy damage or collapse in poorly built structures.

FAULTING AND SURFACE RUPTURE

Surface ruptures occur on existing faults when a fault displacement extends upward from the ground surface. The surface will not rupture every time a fault moves. As earthquakes increase in magnitude, there is a stronger possibility

of ground rupture occurring. When the surface is ruptured, everything in its path will be affected. Because no active faults are present in Poway, surface rupture is not considered an apparent hazard.

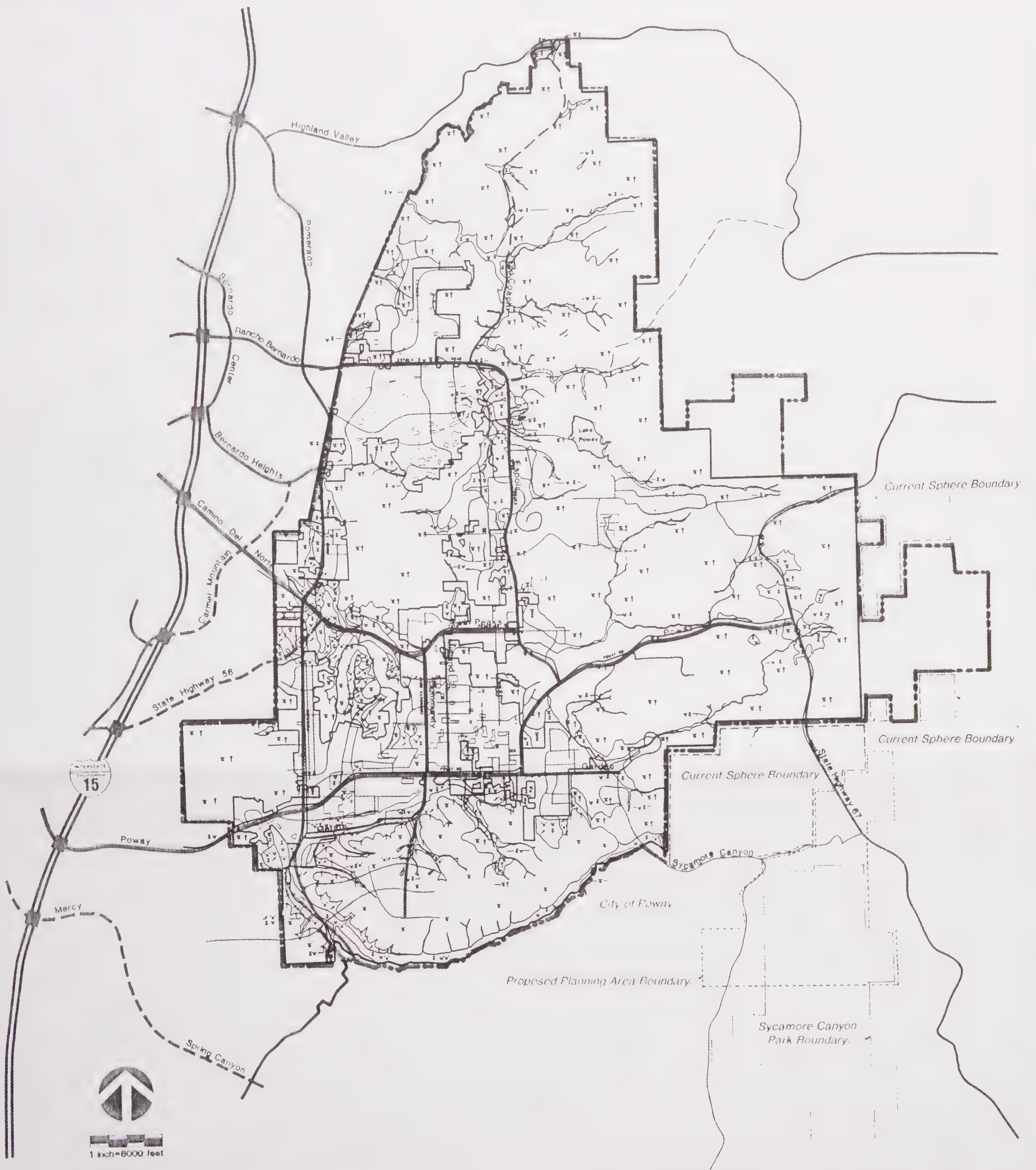
GROUNDSHAKING

The severity of the seismic groundshaking depends on the magnitude of the earthquake, the distance of the site from the quake epicenter and soil conditions at the site and in between. Groundshaking can be felt and even can cause damage hundreds of miles from the epicenter of the earthquake. The effects of groundshaking depend on its severity based on the above factors, duration and on the type of construction and its integrity.

Groundshaking is expected to have the greatest amount of seismic impact on Poway. Major seismic events along one of the fault systems discussed previously would cause significant groundshaking to cause property damage. Also, other potential seismic hazards will occur primarily as a result of intense groundshaking. Damage to structures and other property may be minor because the great majority of structures in Poway are earthquake resistant (wood frame or buildings built to earthquake standards). However, severe damage due to secondary affects such as landslides and liquefaction could still occur.

GROUND FAILURE

Most seismic ground failures occur as landslides where the seismic event, gravity, groundwater and poor geologic



LEGEND

- COMPRESSIBLE SOILS**
(Cl, Ol, Sil)
- EXPANSIVE SOILS**
(Cl, Ol, Sil)
- SHALLOW GROUNDWATER**
(Cl, Ol, Sil, Kg, Kgb, Kl, Ol, Sil)
- SEEPAGE POTENTIAL**
(Kg, Kgb, Kl, Tot, Tr)
- EROSION & MUDFLOWS**
(Kg, Kgb, Kl, Tot, Tr)
- SLOPE STABILITY**
(Cl, Ol, Sil)
- RIPPABILITY**
(Kg, Kgb, Kl, Tot, Tr)
- EXISTING LAND USE**

Geotechnical Considerations

Figure VII-2





FAULTS

- CONCEALED FAULTS
- LOCATED FAULTS
- - - - - INFERRED FAULTS

EPICENTERS

- DATA TAKEN 1962 - 1968
- DATA TAKEN 1934 - 1961

Magnitude on Richter Scale:

- | | | |
|---|---|-----------|
| ● | ■ | 6.0 - 6.9 |
| ● | ■ | 5.0 - 5.9 |
| ○ | □ | 4.0 - 4.9 |
| ○ | □ | 3.0 - 3.9 |
| ○ | □ | 2.0 - 2.9 |

- △ MINOR AFTERSHOCKS
- ★ MAJOR AFTERSHOCKS



SPECIAL STUDIES ZONES

Regional Fault Map

Figure VII-3

Source: County of San Diego
Faults & Epicenters June 1977



conditions all work together to displace small or large amounts of earth. As stated before, Poway has many areas which are highly susceptible to landslides. A major seismic event could easily act as the trigger for an ancient landslide to once again move either slowly or rapidly down a slope.

The most effective way to avoid landslide damage is to prevent development of landslide-prone areas. However, modern engineering practices, although costly, can stabilize slide-prone areas through application of one or more techniques including, but not limited to: removing, redistributing, compacting or otherwise stabilizing hazardous earth masses; installing proper drainage devices; using buttress fills; and practicing careful landscaping and irrigation techniques.

LIQUEFACTION

Liquefaction is the loss of strength (bearing capacity) in granular, saturated, unconsolidated sediments. Areas with sediments and shallow water tables are particularly susceptible to liquefaction may be caused as the ground liquefies and flows or spreads laterally or responds as quicksand causing buildings to tilt or sink. For liquefaction to occur, three factors must be present:

1. Soils must contain relatively loose granular fine sands or silts.
2. The water table must be shallow.
3. Intense, long duration ground shaking (greater than .13g with a duration of greater than 45 seconds) must occur.

A preliminary investigation of soil conditions in the Poway Valley indicates that there is little or no potential for liquefaction. This conclusion is based primarily on the structure and particle size mix of the soil types found in the low-lying areas of the City. For liquefaction to occur, soils must be loose, evenly graded fine sands or silts. According to the U.S. Soil and Conservation Service *Soil Survey for the San Diego Area*, the soils of the low-lying areas are sandy loams with clay substrata. The high percentage of clay particles integrated with sands reduce interstitial space and gives the soils a massive structure.

Given these soil conditions and the lack of evidence of any past history of intense, long duration groundshaking as a result of nearby seismic activity, it is believed that the three factors necessary for liquefaction to occur are not present in the correct combination and, therefore the potential for widespread liquefaction in the Poway area does not exist. However, it may be that the local history is too short to make an unequivocal statement as to the potential liquefaction in the entire City.

SUBSIDENCE

Subsidence, the downward settling of surface has four primary causes of subsidence:

- Ground water withdrawal.
- Oil or gas withdrawal.

- Hydrocompaction (usually caused by first-time wetting of open textured soils which compact under their own weight).
- Peat Oxidation (results from shrinkage of burial organic debris).

STRUCTURAL HAZARD

The large majority of buildings within the City have been constructed within the past 30 years. The Uniform Building Code has contained seismic design standard since 1943, although plan checking and inspection and the standards themselves have significantly improved since that time. Experience in recent earthquakes indicates that when structures are built according to seismic design standards they can be expected to perform well during an earthquake. This is true for areas where earthquakes are relatively minor and may not be true for a local major earthquake.

Pursuant to State law, the City is currently undertaking a study of unreinforced masonry buildings within its jurisdiction. Five buildings have been identified for further study. The owners have been contacted and appropriate measures will be taken if any of the buildings are determined to, in fact be unreinforced masonry.

DAM HAZARD

Two dam structures exist in the Poway area: Lake Poway Dam and Lake Ramona Dam. In evaluating dam performance during a seismic event, a number of factors must be considered including the potential for seismic activity and intensity and an assessment of the

structural integrity of a dam. In addition, the potential for landslides and seiches (water waves caused by seismic waves) causing dam overtopping must be considered.

Lake Poway Dam is the only nearby structure in Poway that could cause widespread property damage and loss of life if it were to fail during a seismic event. Lake Poway Dam is approximately 160 feet in height and impounds a reservoir containing up to 3,400 acre-feet of water over 60 surface acres. Lake Poway, originally built by the Poway Municipal Water District in 1971, now serves the City of Poway as both a water storage reservoir and regional park and recreation facility.

In regard to the potential for dam failure or overtopping as a result of a seismic event, the potential is remote. The design of Lake Poway, as illustrated in the Design Report prepared by Boyle Engineering in May and June 1970, clearly illustrates that the dam design incorporated maximum credible seismic activity anticipated in the dam vicinity. The rock and earthen dam is designed to withstand a major seismic event and the spillway design will accommodate overtopping as a result of landslides along the steep banks or seiches. Therefore, the potential for property damage or loss of life due to the failure of Lake Poway by a seismic shock is considered small.

Lake Ramona Dam is located approximately one-mile northeast of the Lake Poway Dam and is situated immediately east of the Poway City boundary in the unincorporated

community of Ramona. The Lake Ramona Dam was constructed by the Ramona Municipal Water District (RMWD) during the mid-to-late 1980s. Lake Ramona has a drainage basin of approximately 1,120 acres and a maximum storage capacity of 12,000 acre feet (an acre foot is the volume of water that covers one acre, one foot deep in water and is equal to 326,000 gallons). The filling of the reservoir began several years ago and is expected to take as long as five years to completely fill. The dam spillway will divert any overflow from the reservoir into the adjacent drainage basin to the north.

The engineering staff of the RMWD recently prepared an analysis of the potential inundation area should dam failure occur. This analysis assumed a flow of 300,000 cubic feet per second (cfs) from the dam to Lake Hodges via the Green Valley Creek/Sycamore Creek drainage. This quantity of flow is based on the worst case of instantaneous dam failure which is highly unlikely. A more likely dam failure scenario would result from a breach failure which could be caused by an earthquake or piping failure. The width of the floodplain downstream (dam failure inundation area) resulting from a breach failure would be less than the area of inundation resulting from a complete dam failure.

The potential inundation area resulting from dam failure of Poway Dam would be nearly one-quarter of that of Ramona Dam considering their respective capacities (12,000 acre feet from Ramona and 3,400 acre feet for Poway).

Both the Ramona Dam and Poway Dam

are located in drainage sub-basins that drain into the same major drainage courses leading downstream to Lake Hodges (Green Valley Creek/Sycamore Creek). Subsequently, both dams would contribute to the same potential inundation areas should either dam fail or be breached. Complete failure of either dam is considered a remote possibility. In the event of dam failure of either Poway Dam or Ramona Dam, water would flow through the Green Valley Creek and Sycamore Creek areas to Lake Hodges. The areas of potential inundation are presently undeveloped and will remain so given the potential for property damage, injury and loss of life due to complete or breach failure of either Poway Dam and/or Ramona Dam.

CONCEPT OF RISK

Earthquakes are not predictable with any practical short-term accuracy. It is presumed that an earthquake will occur in certain areas at some point in the future. Seismologists are beginning to be able to establish an approximate rate of occurrence and potential magnitude of future quakes based upon historical data. In the past, California earthquakes have caused significant damage and injury. It is the knowledge of the past events and the potential for future quakes that makes the determination of acceptable risk important in future land use planning.

Risk is the chance of damage or injury occurring over some period of time. The basic objective of evaluating seismic risk is to reduce the loss of life and property damage due to seismic activity to an "acceptable" level. It is not possible or completely practical to eliminate all risk to life and property.

The Council of Intergovernmental Relations guidelines for the General Plan Seismic Safety Elements define acceptable risk as:

"The level of risk below which no specific action by local government is deemed to be necessary other than making the risk known."

Because risk is function of chance (probably), there is an inherent degree of uncertainty in using risk as a basis for land use planning. However, when risk can be determined, programs incorporating or avoiding the risk may be developed. Risk-reduction measures can be enacted and risk can, therefore, be a framework for land use decision-making.

Every seismic hazard has an associated element of risk. This risk has two aspects. The first is the chance that the hazard will, in fact, occur and the second is that the measures taken to mitigate the hazard will be sufficient to reduce the damage to life and property to a predetermined acceptable level. There are no means with which to prevent an earthquake or its natural effects, but the potential for disaster can be minimized.

Factors which should be considered in establishing mitigation measures acceptable risk include:

- Specific importance of essential facilities during seismic events.
- The number of persons subjected to hazardous conditions.
- Voluntary or involuntary use.

- Cost of eliminating potential risk. Essential facilities are those structures or buildings and usable for emergency purposes after an earthquake in order to preserve peace, health and the safety of the public. Such facilities include, but are not limited to:

- Hospitals and other medical facilities having surgery or emergency treatment areas.
- Fire and police stations.
- School buildings.
- Municipal government disaster operation and communication centers deemed vital in emergencies.
- Public utility facilities.

Because the destruction of any of these facilities could compound problems or emergencies resulting from earthquakes, only a very low level of risk is acceptable in the location and construction of these facilities.

Other factors involved in the determination of acceptable risk for essential facilities include the following:

- **Occupancy Levels:** The number of persons using or occupying a structure should receive important consideration in determining acceptable risk. High-occupancy uses such as large meeting halls, theaters, schools, churches, office buildings and shopping centers could subject large numbers of persons to hazards. Only a low level of risk is acceptable in high

occupancy uses. A higher level of risk may be acceptable in low-occupancy uses such as warehouses and single family houses. The concept of "person to hours of occupancy" can be useful in determining priority in reducing risk.

- **Voluntary vs. Involuntary:**

Involuntary risk occurs in structures and uses where a person has no choice in whether to submit to a certain level of risk. These uses include schools, hospitals and convalescent homes. Because persons using these facilities may be incapable or restrained from leaving during an earthquake, only a very low level of risk should be acceptable.

- **Cost of Mitigation:** Cost may be the most important factor in reducing risk. The reduction of risk must be balanced against the cost of achieving that reduction. These costs may be direct, as is the case of reinforcing a building, or indirect, as in the case of zoning seismically or geologically hazardous areas as open space. The following are examples of mitigation measures in which cost is an important factor in reducing risk.

- Rehabilitation or demolition of nonconforming structures.
- Requiring design of certain new buildings to meet extraordinary seismic design criteria.
- Limiting or prohibiting development in hazardous areas.

- **Earthquake Preparedness Scenario:**

An earthquake planning scenario for a large earthquake on the Rose Canyon fault (Reichle and others, 1990) has been prepared by California Department of Conservation, Division of Mines and Geology to evaluate the effects of a devastating earthquake on public utilities, public transportation, buildings and human life in the San Diego region.

FLOOD HAZARDS

Flooding due to winter storms does substantially more property damage and threatens greater injury and potential loss of life than any other natural or man-created hazard. Solving Poway's flood control hazards will continue to be one of the City's highest priority projects until winter rains can be accommodated without property damage, injury or loss of life.

The City of Poway is located within San Diego County Flood Control District Zone 1. Zone 1 extends from Santa Ysabel to the coast and includes the San Dieguito area, Del Mar, San Marcos, Ramona and Poway. The total area of Zone 1 is 587 square miles. The zone consists of four major creek watersheds: San Marcos, Escondido, San Dieguito and Los Penasquitos. Poway is divided between the San Dieguito and Los Penasquitos watersheds.

The Green Valley, Stone Ridge and Old Coach areas of Poway are within the San Dieguito Drainage Basin. The creeks that drain into this basin are the Thompson Creek, Green Valley Creek,

Warren Canyon Creek, and the Green Valley Truck Trail Creek. Drainage from these creeks flows into Lake Hodges and eventually into the Pacific Ocean along the San Dieguito River.

The majority of Poway is within the Los Penasquitos Creek Drainage Basin. The creeks that drain into Los Penasquitos basin are Poway Creek, Pomerado Creek, Los Penasquitos Creek (Beeler Creek) and Rattlesnake Creek. Poway Creek is the largest creek with a drainage area of 21 square miles. The other creeks are similar in size with drainage areas averaging seven square miles.

FLOOD HAZARD DAMAGE

In recent years, the amount of damage caused by flooding has increased. This is both a result of changes in rainfall and more development within flood hazard areas. Essentially, damage is done because homes and other structures are located in the floodplain without proper mitigation. The Zone 1 Comprehensive Plan for Flood Control and Drainage (published July 1976) states that approximately 350 homes along Poway Creek would be inundated by a 100 year storm. The 100 year storm is the value used to design flood control facilities and delineate flood control facilities and delineate flood hazard areas. A City study performed in December 1981 found 465 homes within the same area. Along Rattlesnake Creek there were 115 homes in the 100 year floodplain in 1976 and 213 in 1981. Clearly, past development within the floodplain is the primary cause of the increase in property damage and loss due to flood hazards.

FLOOD MANAGEMENT AND IMPROVEMENT

Previous Poway community land use policies under the County of San Diego clearly did not effectively mitigate flood hazards. Since incorporation, the City of Poway has taken several steps to manage and improve the flood-prone areas. In the future, proper flood hazard management and improvement can be accomplished by a four-fold process: (1) the major creeks should be maintained to keep free and clear of flood water obstructions; (2) appropriate land uses should be delineated within flood hazard areas; (3) upstream detention basins should be constructed to reduce the volume and velocity of flooding areas; and (4) continue to improve and expand the City's drainage system.

Creek maintenance is essential to utilizing natural watercourses as flood control channels. In recent years, debris that included over-vegetation and dumping worsened upstream flood hazards by restricting the free flow of water.

In the long-term, the proper management of the flood hazard areas will do the most to reduce potential loss of life, injury and property damage. Land use within the 100 year floodplain should be restricted to very low density or intensity uses. Flood control improvements may be constructed to reduce the extent of the flood hazard area.

Flood hazard management practices will reduce future increases in flood hazards but will not assist those uses already within the floodplain. Remedial measures to reduce the floodplain area

to the area now within the floodway (the area within the actual creek boundaries) need to be constructed. Generally there are two alternatives available. One is to construct concrete trapezoidal channels that can accommodate rapid volumes of water within relatively small areas.

These are normally required when floodwaters must be channeled through a developed area. There are two major drawbacks with the concrete channel. One is the expense of construction (they are the most expensive form of flood control) and the other is the loss of natural creeks and channels which are a significant element of Poway's rural character and atmosphere.

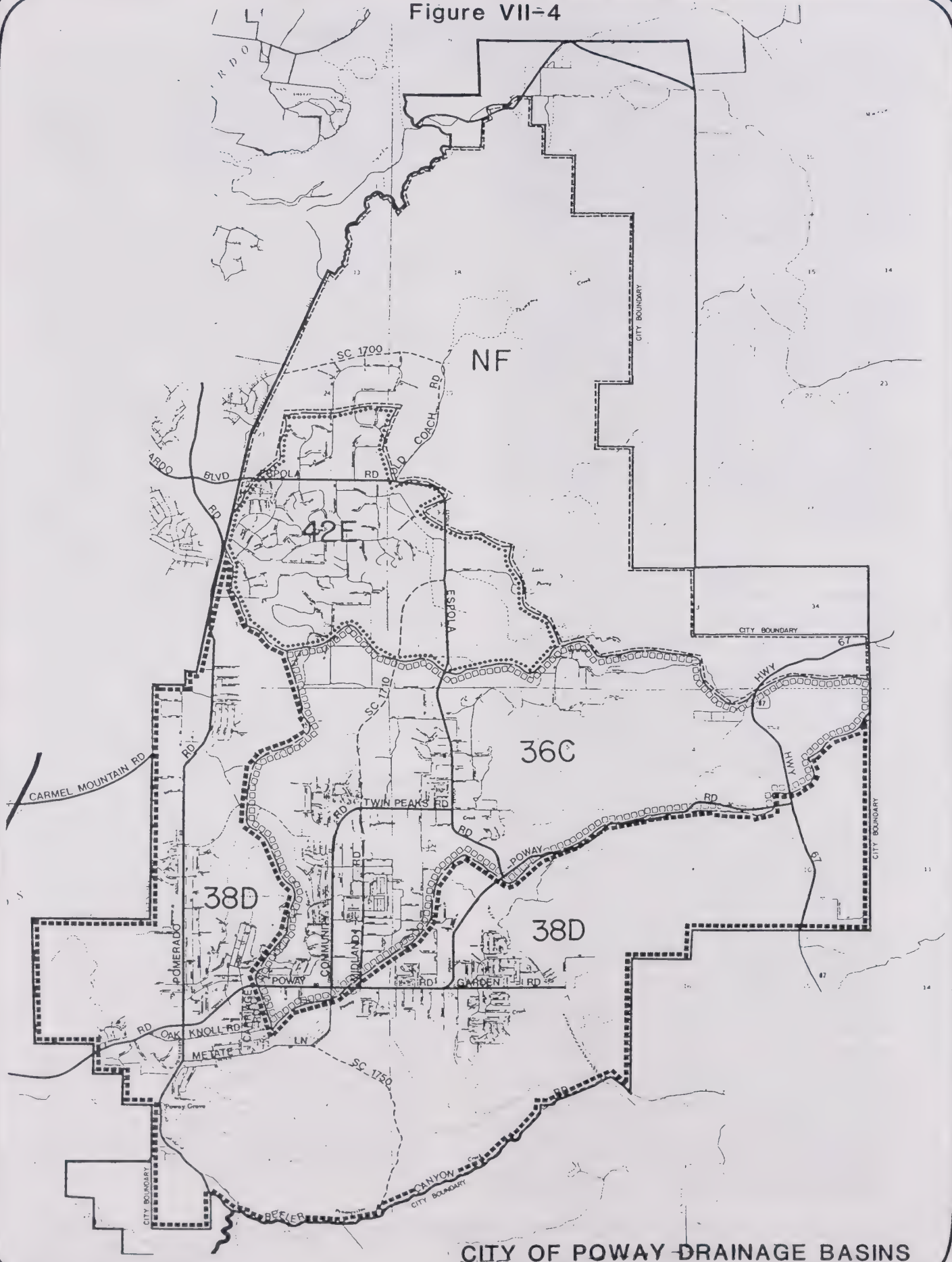
The other alternative is to construct upstream detention basins. The detention basins are less costly, can be constructed at one time (concrete channels are normally constructed in segment due to the high costs), and will save the natural creeksides of Poway. Detention basins reduce the width of the floodplain by holding back the floodwaters and letting them out slowly, but over a longer duration. However, the primary purpose of reducing the volume and velocity is achieved and the amount of damage reduced.

Although flooding poses the greatest potential danger to life and property for those residences in proximity to major streams and channels, losses from flooding are not exclusively limited to those areas. Drainage waters that follow tributaries and ditches often swell beyond their channels during heavy rain storms. New development often increases the amount of impervious surface increasing

the amount of runoff. Each of these sources cumulatively adds to the total amount of drainage water that travels down the street or behind houses before flowing into one of the major channels.

The City of Poway is divided into five drainage basins. The location and size of these basins are determined by the creeks that traverse through them, the amount of residential development in them and the type and size of drainage improvements. To minimize the flooding potential in each of the drainage basins, the City has proposed over 85 drainage improvement projects that include expanding earthen channels, constructing new underground pipe systems and replacing old and inadequate systems. The timing and construction of these projects will be based on need and financing.

Figure VII-4



CITY OF POWAY DRAINAGE BASINS

HAZARDOUS WASTE MANAGEMENT

We live in a time of advanced technology and a high standard of living. This industrial age has lent itself to a great dependence upon the use of products containing chemical substances and/or requiring the use of chemicals in their manufacturing and packaging. While our quality of life and economic stability may, in some sense, be dependent on these products, we are, at the same time, threatened by the mismanagement of their chemical remains or the hazards generated. In 1986, Poway generated 179 tons of hazardous waste, nearly all of it waste oil.

Hazardous waste is any waste material that has the potential to damage human health or the environment. A vast array of consumer goods such as televisions, computers, automobiles and medicines generate hazardous waste as part of their manufacturing process. Hazardous waste may be toxic, corrosive, reactive and/or flammable. The risk posed by a particular waste depends on its chemical composition, physical state, concentration, its availability for exposure to humans and the environment and the manner in which it is handled and managed.

Historically, the majority of hazardous waste generated in San Diego County has been disposed of directly in land disposal facilities. Presently, there are no hazardous waste landfills in Southern California. This land disposal crisis along with associated environmental and public health concerns pointed to the need to

explore alternative solutions to this traditional reliance on land disposal. These solutions focus on a hierarchy of management approaches aimed at reducing the wastes generated or treating hazardous waste produced rather than to simply bury them.

The answer to the critical issue of hazardous waste management lies in a comprehensive, cooperative planning effort among government, industry, environmental organizations and the public. Given this planning arena, it is possible to remedy the past mismanagement of hazardous waste by developing strategies to improve the capability for the safe management of these chemical by-products. Not only must we move away from land disposal of hazardous waste toward effective treatment and disposal in ways that are safe to the environment and to human health, but we must also take a hard look at reducing the waste generated by all segments of society--from large industry to small business, from governments to households.

The San Diego County Hazardous Waste Management Plan (HWMP) is the primary planning document in the County providing the overall policy direction for all the County's jurisdictions, including Poway, toward the effective management of the County's hazardous waste. The HWMP establishes programs to manage hazardous waste safely within the County and is the guide for local decisions regarding hazardous waste issues.

TABLE VII-2
Summary of Hazardous Waste Facility
Siting Criteria

OBJECTIVE: PROTECT THE RESIDENTS OF POWAY

1. Proximity to Populations (Modified Authority Criteria)
2. Proximity to Immobile Populations (Modified Authority Criteria)
3. Capability of Emergency Services (Modified Authority Criteria)

OBJECTIVE: ENSURE THE STRUCTURAL STABILITY OF THE FACILITY

4. Flood Hazard Areas (Authority)
5. Areas Subject to Tsunamis, Seiches and Storm Surges (Authority)
6. Proximity to Active and Potentially Active Faults (Modified Authority Criteria)
7. Slope Stability (Authority)
8. Subsidence/Liquefaction (Authority)
9. Dam Failure Inundation Areas (Authority)

OBJECTIVE: PROTECT SURFACE WATER QUALITY

10. Aqueducts and Reservoirs (Authority)
11. Discharge of Treated Effluent (Authority)

OBJECTIVE: PROTECT GROUNDWATER QUALITY

12. Proximity to Supply Wells and Well Fields (Authority)
13. Depth to Groundwater (Authority)
14. Groundwater Monitoring Reliability (Authority)
15. Major Aquifer Areas (Authority)
16. Permeability of Surficial Materials (Authority)
17. Existing Groundwater Quality (Authority)
18. Proximity to Groundwater Dependent Communities (County)

OBJECTIVE: PROTECT AIR QUALITY

TABLE VII-2 (Continued)

OBJECTIVE: PROTECT ENVIRONMENTALLY SENSITIVE AREAS

- 19. Wetlands (Authority)
- 20. Proximity to Habitats of Threatened and Endangered Species (State)
- 21. Natural, Recreational, Cultural and Aesthetic Resources (Authority)
- 22. Prime Agricultural Lands (State)
- 23. Mineral Deposits (State)
- 24. Public Facilities and Military Reservations (Authority)

OBJECTIVE: SAFE TRANSPORTATION OF HAZARDOUS WASTE

- 25. Proximity to Areas of Waste Generation (Authority)
- 26. Distance from Major Routes (Authority)
- 27. Structures Fronting Minor Routes (Authority)
- 28. Highway Accident Rate (Authority)
- 29. Capacity Versus AADT of Access Roads (Authority)

OBJECTIVE: PROTECT SOCIAL AND ECONOMIC GOALS

- 30. Consistency with General Plans (Authority)
- 31. Direct Revenue to Local Jurisdictions (Authority)
- 32. Changes in Employment (Authority)

The plan was prepared pursuant to State Assembly Bill 2948 (Tanner, 1986) which requires counties to develop comprehensive hazardous waste management plans and streamlines the permitting process for hazardous waste treatment facilities. The plan has been developed for adoption and implementation by the County of San Diego and the 18 incorporated cities in the County, including Poway. The management of hazardous waste, as put forth by the HWMP, should follow a hierarchy of preferred alternatives. The first priority is the reduction of the hazardous waste at the source, because it eliminates or minimizes the problem and risk and avoids the need for further handling. On-site and off-site recycling, recovery, and reuse is the next priority. This is followed by on-site and off-site treatment of hazardous wastes. Treatment techniques can physically or chemically alter the wastes to eliminate or diminish their hazardous properties and often reduce their volumes. Finally, land disposal facilities will continue to be necessary for the management of residuals produced by these treatment technologies.

The County of San Diego provides for County-wide managing and permitting of hazardous materials and their ultimate disposal, and the City of Poway supports the County in this regional effort. The City of Poway has authority for land use decisions regarding hazardous materials facilities within the City boundaries. The General Plan contains goals and policies relating to hazardous waste minimization, proper disposal of household hazardous wastes, and the proper siting of potential hazardous materials facilities. A

summary of siting criteria which will be applied is included as Table VII-2 and further described in Public Safety Appendix A.

NOISE HAZARDS

Noise is generally defined as unwanted or unpleasant sound. For most people, the usual consequences of noise are associated with interference with speech and other communication, distractions at home and at work, disturbance of rest and sleep, and the disruption of various recreational pursuits. The long-term effects of noise are widespread and include both psychological and physiological effects.

Noise, however, is a function of the mechanized world we live in. Noise is principally caused by the operation of machines for transportation (ground and air) and production. In Poway, traffic movement on the City's arterial road system is the predominant cause of noise.

The Noise Hazards section is closely related to other elements of the General Plan, particularly Land Use, Transportation and Housing. A major objective of the Noise Hazards Element is to encourage noise-compatible land uses. Effective land use planning can alleviate noise problems.

Regulations

The State of California recognized the relationship between noise and noise-sensitive land uses and emphasizes the need to control noise at the local level

through land use regulation. A noise element as well as other general plan policies and implementation ordinance (zoning code, noise ordinance, etc.) are effective tools in noise reduction and mitigation. Section 65302(g) of the California Government Code requires that each City have a noise element as part of the general plan. This noise element follows the guidelines adopted by the Office of Noise Control, pursuant to Section 46050.1 of the Health and Safety Code.

State guidelines are very specific as to the content of the General Plan Noise Elements. Government Code, Section 65302(f) states that the noise element should be prepared according to guidelines established by the State Department of Health Services. At a minimum, the Government Code requires the element to analyze the noise levels for:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop and military airport operations, aircraft overflights, jet engine test stands and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including, but not limited to railroad classification yards; and

- Other stationary noise sources identified by local agencies as contributing to the community noise environment which may exceed the noise ordinance property line standards.

This element quantified the community noise environment in terms of noise exposure contours. These contours serve as guidelines for the development outlined in the Community Development Element in order to achieve noise-compatible land uses and to provide baseline levels and noise source identification for local noise ordinance enforcement.

Related Plans and Programs

A number of Federal and State agencies have prepared guidelines which identify standards and regulations concerning noise mitigation in both the work place and in residences. The California Department of Health, Office of Noise Control and the U.S. Department of Housing and Urban Development have identified standards and regulations concerning human exposure to noise and noise mitigation.

The California noise insulation standard adopted in 1974, established a maximum interior limit caused by outside sources, and minimum acoustical performance standards for party walls and floor/ceiling assemblies in new multiple family dwelling unit construction, including hotels, motels, hospitals and convalescent homes.

The maximum permissible interior CNEL caused by outside noise sources is 45

decibels. The party wall and floor/ceiling construction minimum performance standards are 45 decibels. An acoustic analysis is required showing that the multi-family units have been designed to limit interior noise levels, with doors and windows closed, to 45 CNEL in any habitable room. Title 21 of the California Administrative Code (Subchapter 6, Article 2, Section 5014) also specifies that multi-family attached units incorporate noise reduction features sufficient to assure that interior noise levels in all habitable rooms do not exceed 45 CNEL.

The California Preemption Plan includes a provision for enforcing property line noise limits according the zoning district, or avoiding incompatibility by implementing the land use CNEL compatibility limits, others of which are consistent with the aforementioned legislation.

The zoning limits, which regulate hourly average noise, can be enforced to control the trespass of noise leaving any property owned or zoned by the City unless the use of the property is preemptively regulated by the state or the federal government. Even in these cases, the agency which has jurisdiction may elect to apply local statutes in addition to state and federal laws. Neither this plan nor the property line noise limits of the zoning ordinance duplicate preempting legislation.

NOISE RATING SCHEMES

Definitions of terms and rating schemes for noise are described below. Noise levels are measured on a logarithmic scale in decibels which are then

weighted and added over a 24-hour period to reflect not only the magnitude of the sound but also its duration, frequency and time of occurrence. In this manner, various acoustical scales and units of measurement have been developed such as equivalent sound levels (Leq), day-night average sound levels (Ldn), and Community Noise Equivalent Levels (CNEL'S).

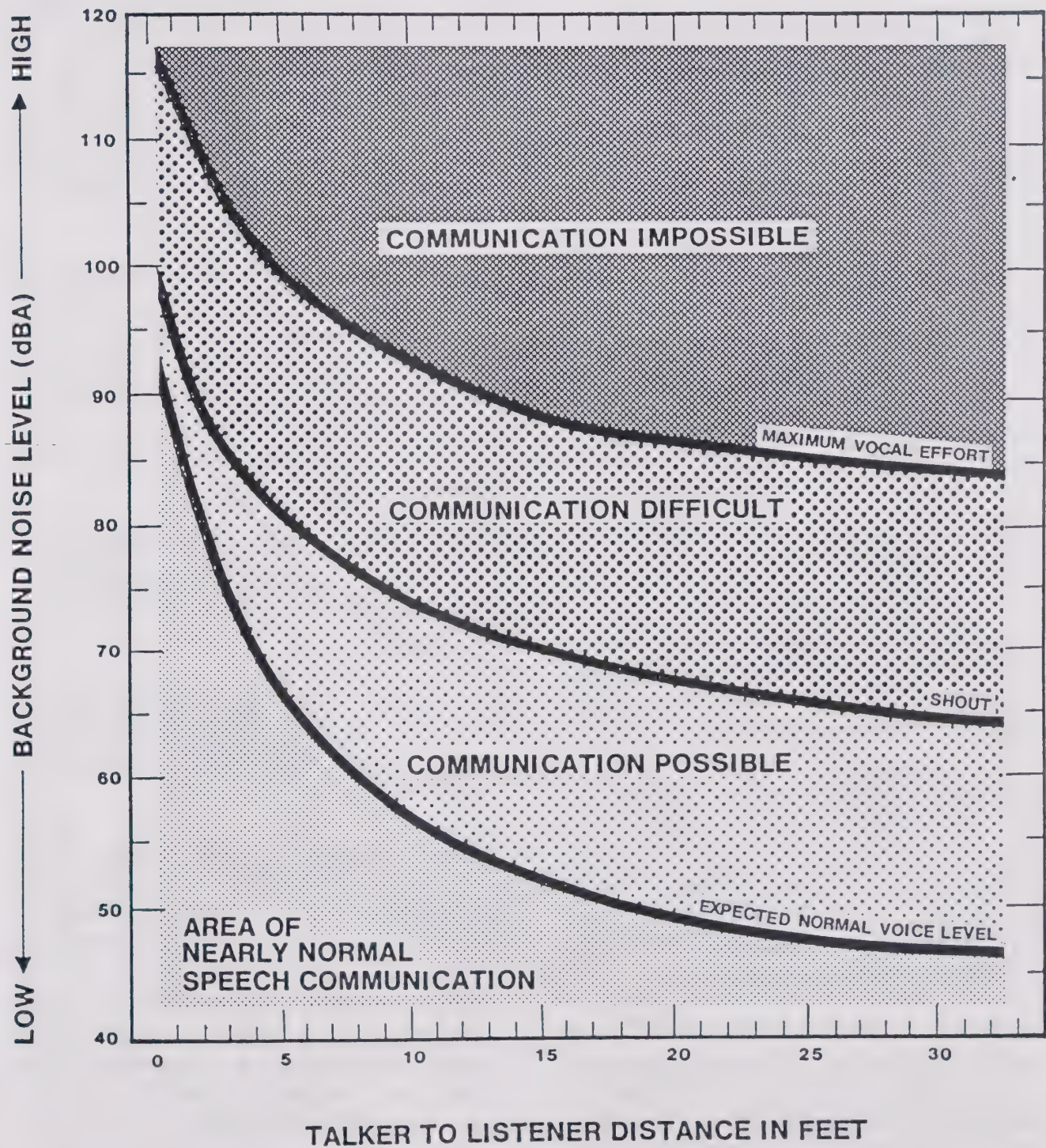
A-Weighted Sound Levels (dBA):

A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against the very low and high frequencies of the audible spectrum. They are essentially adjusted to reflect only those frequencies audible to the human ear. The decibel scale has a value of 1.0 dBA at the threshold of hearing and 140 dBA at the threshold of pain. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud.

Therefore, a 1.0 decibel increase is just audible, whereas a 10 decibel increase means the sound is perceived as being twice as loud as before. Examples of the decibel level of various noise sources include the quiet rustle of leaves (10 dBA), a soft whisper (20 to 30 dBA), the hum of a small electric clock (40 dBA), ambient noise outdoors or in a house kitchen (50 dBA), normal conversation (60 dBA), or a busy street (70 to 80 dBA).

Figure VII-5

SPEECH COMMUNICATION AS A FUNCTION OF BACKGROUND NOISE LEVEL



SOURCE: "EFFECTS OF NOISE ON PEOPLE" ACOUST. SOC. AM. 56, 724 (1974)

Ambient Noise Level: The combined noise from all sources near and far is the ambient noise level. The ambient noise level is the existing level of environmental noise at a location.

Decibel (dB): A decibel is the unit for measuring sound pressure level and is equal to 10 times the logarithm (to the base 10) of the ratio of the measured sound pressure squared to a reference pressure (i.e., 20 micro pascals) squared.

Equivalent Energy Level (Leq): Equivalent energy levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent energy level (Leq) is the constant level that, over a given time period, transmits the same amount of acoustic energy as the actual time-varying sound. Equivalent energy levels are the basis for both the Ldn and CNEL scales.

Day-Night Average Level (Ldn): Day-night average sound levels are a measure of the cumulative noise exposure of the community. The Ldn value results from a summation of hourly Leq's over a 24-hour time period with an increased weighing factor applied to the nighttime period between 10:00 p.m. and 7:00 a.m. This noise rating scheme takes into account those subjectively more annoying noise events which occur during the normal sleeping hours.

Community Noise Equivalent Level (CNEL): Community Noise Equivalent Levels carry weighing penalties for noises that occur during the nighttime

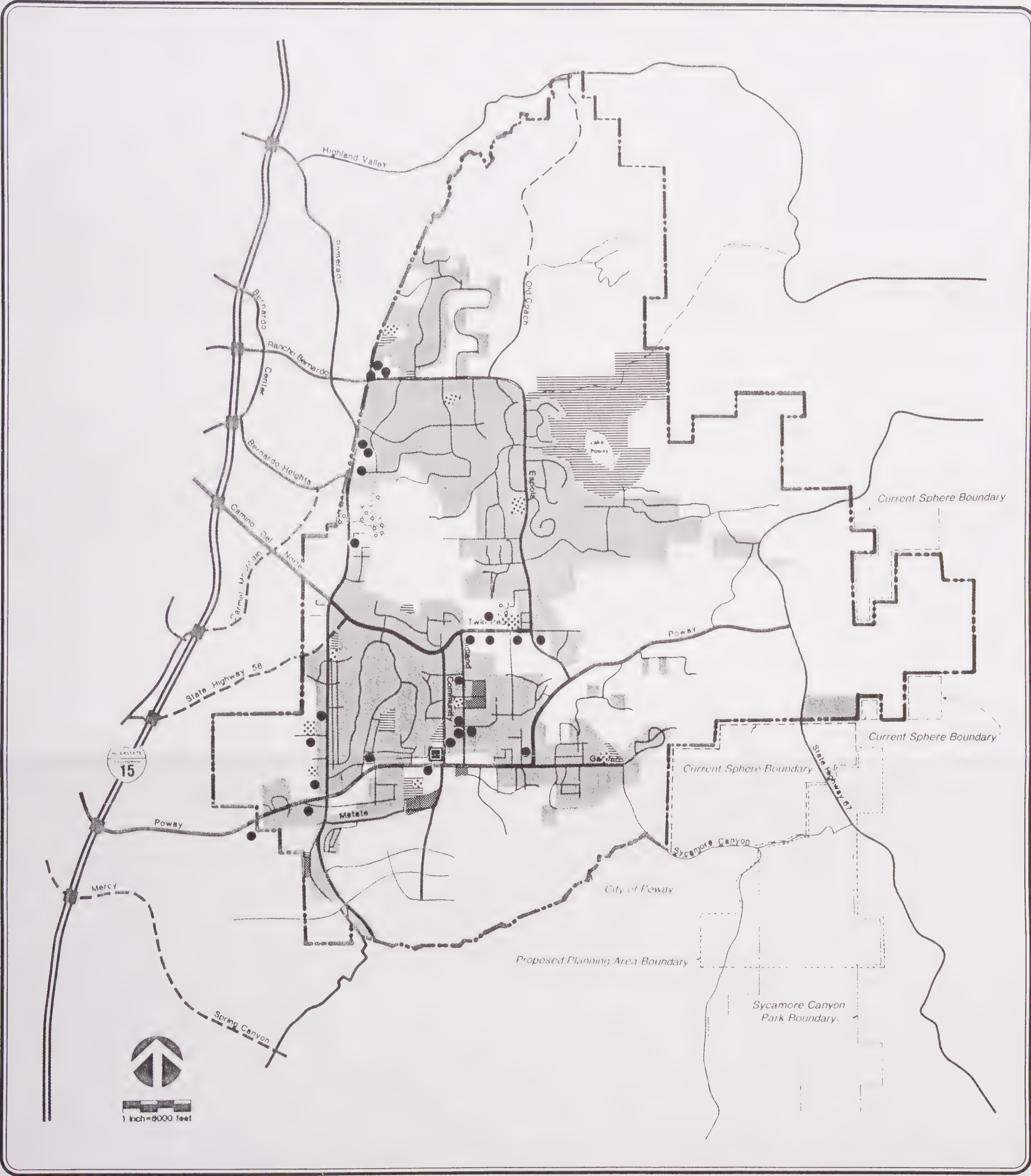
hours or that occur during the evening hours between 7:00 p.m. and 10:00 p.m. Because of the weighing factors applied, CNEL values at a given location will always be larger than Ldn values, which in turn exceed Leq values. However, the CNEL has limitations when compared to the decibel (dB) ratings, because it averages noise over a 24-hour period, and can thus downplay the highest noise events. The CNEL thus represents the daily energy noise exposure averaged on daily and annual basis.

Intrusive Noise: Intrusive noise is that noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, tonal or informational content, one prevailing ambient noise level.

L Percentile: L percentiles represent the A-weighted sound levels exceeded for the identified x% of the sample time (eg. L10, L90).

Noise Contours: The lines drawn about a noise source indicating constant or equal level of noise exposure are called noise contours.

Noise Sensitive Land Use: Noise sensitive land uses are land uses associated with indoor/and/or outdoor human activities that may be subject to stress and/or significant interference for noise. They include residential (single and multi-family dwellings, mobile home park, dormitories and similar uses); transient lodging (including hotels, motels, and similar uses);



LEGEND

- Churches
- Library
- Mobilehome Parks
- Parks/Recreation Areas
- Schools/Nursery Schools
- Hospitals/Convalescent Homes
- Current Noise Sensitive Residential Areas

Existing Residential
Uses/Areas & Current
Sensitive Receptors

Figure VII-6



TABLE VII-3

HARMFUL EFFECTS OF NOISE

Effect	Noise Levels At Which Harmful Effects Occur
Prevention or Interruption of Sleep	35 - 45 dB(A)
Speech Interference	50 - 60 dB(A)
Extra Auditory Physiological Effects	65 - 70 dB(A)
Hearing Loss	75 - 85 dB(A)

Source: California Department of Public Health Report to 1971 Legislature

hospitals, nursing homes, convalescent hospitals, and other facilities for long-term medical care; and public or private education facilities, libraries, churches and other places of public gathering.

Hourly Noise Level (HNL): The HNL is the one hour average, A-weighted sound level. It is used in this plan to regulate noises which are not preempted from municipal control at the nearest property line according to zoning land use.

HARMFUL EFFECTS OF NOISE

Approximately 20 million people in the United States currently have some degree of hearing loss. In many of these cases, exposures to very loud, impulsive or sustained noises caused damage to the inner ear which was substantial even before a hearing loss was actually noticed. To prevent the spread of hearing loss, a desirable goal would be to minimize the number of noise sources which expose people to sound levels above 70 decibels. But hearing

impairment is only one of the harmful effects of noise on people.

Noise can also cause other temporary physical and psychological responses in humans. Temporary physical reactions to passing noises range from a startle reflex to constriction in the peripheral blood vessels, the secretion of saliva and gastric juices; and changes in heart rate, breathing patterns, the chemical composition of the blood and urine, the dilation of the pupils of the eye, visual acuity and equilibrium. The chronic recurrence of these physical reactions has been shown to aggravate headaches, fatigue, digestive disorders, heart disease and circulatory and equilibrium disorders. Moreover, as a source of stress, noise is a contributory factor in stress-related ailments such as ulcers, high blood pressure, and anxiety.

Two other harmful effects of noise which are commonly of concern involve speech interference and the prevention or interruption of sleep.

illustrates how excessive background noises can reduce the amount and quality of verbal exchange and thereby impact education, family lifestyles, occupational efficiency and the quality of recreation and leisure time. As shown therein, speech interference begins to occur at about 40 to 45 decibels and becomes severe at about 60 decibels. Background noise levels affect performance and learning processes through distraction, reduced accuracy, increased fatigue, annoyance and irritability and the inability to concentrate (particularly when complex tasks are involved or in schools where younger children exhibit imprecise speech patterns and short concentration spans).

Several factors determine whether or not a particular noise event will interfere with or prevent sleep. These factors include the noise level and characteristics, the stage of sleep, the individual's age, motivation to waken and so forth. Ill or elderly people are particularly susceptible to noise induced sleep interference, which can occur when intruding noise-induced levels exceed the typical 35-45 decibel background noise level in bedrooms. Sleep prevention can occur when intruding noise levels exceed 50 dBA.

The Table VII-2 summarizes the potentially harmful effects of noise on sensitive noise receptors discussed above.

LAND USE ISSUES

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than

commercial or manufacturing activities. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design of new developments. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work.

The City of Poway must make a determination regarding how much noise is too much. Guidelines for land use compatibility with noise have been generated by the U.S. Department of Housing and Urban Development and the California State Office of Noise Control, as shown in Tables VII-13 and VII-14 of the Master Environmental Assessment.

Significant Noise Sources

Two types of noise source should be considered, stationary and mobile sources. Fixed sources of noise include: manufacturing and construction activities, air conditioning/refrigeration units, whistles or bells, high-level radio, stereo or television usage, power tools, lawn mowers, appliances used in the home, and barking dogs. Mobile noise sources are typically transportation-related and include: automobiles, trucks, buses, motorcycles and off-road vehicles.

Motor vehicles on the City roadway system are the major source of continuous noise. As a result, they affect the noise environment of both the existing and planned land uses adjacent to the master planned transportation

system. The noise exposure due to traffic circulation depends on several physical features of the roadway, traffic patterns, terrain and the proximity to sensitive receptors. To account for all of these factors requires a site specific analysis at every receptor.

Table VII-5 shows the worst case noise influence areas based on existing conditions and recommended master plan traffic patterns for Transportation Element Master Plan roadways. The distances, shown in the boxes under the CNEL contour levels, are based on the maximum expected CNEL level for each roadway.

Noise Reduction Strategies

Growth in and near the City of Poway will generate increased traffic volumes. As traffic levels rise, existing residences will be exposed to higher noise levels.

Site Planning: Proper site planning to reduce noise impacts is one of the first areas that should be investigated for a given project. By taking advantage of the natural shape and terrain of the site, it is often possible to arrange the buildings and other uses in a manner which will reduce and possibly eliminate noise impact. Site planning techniques include:




1. Increasing the distance between the noise source and the receiver.
2. Placing non-noise sensitive land uses such as parking lots, maintenance facilities and utility areas between the source and the receiver.
3. Using non-noise sensitive structures such as garages to shield noise-sensitive areas.
4. Orienting buildings to shield outdoor spaces from a noise source.

Architectural Layout: In many cases noise reduction requirements can be met by giving attention to the layout of noise-sensitive spaces. Bedrooms, for example, will be considerably quieter if placed on the side of the housing facing away from a road. Similarly, balconies facing major noise sources should be avoided. Quiet indoor spaces can be provided next to a noisy roadway by creating a U-shaped development which faces away from the road. Proper architectural layout can often eliminate the need for costly construction modifications.

Noise Barriers: Noise barriers or walls are commonly used to reduce noise levels for ground transportation noise sources and industrial sources. Noise barriers serve a dual purpose in that they can reduce the noise level both outdoors and indoors.

Figure VII-7

FEDERAL EXTERIOR NOISE ACCEPTABILITY CRITERIA FOR HOUSING

DEGREE OF ACCEPTABILITY	EXTERIOR NOISE EXPOSURE Ldn (dB)					
	55	60	65	70	75	80
ACCEPTABLE						
NORMALLY UNACCEPTABLE						
UNACCEPTABLE						

Source: "Interim Noise Assessment Guidelines," U.S. Dept. Housing and Urban Development, 1980.

INTERPRETATION

ACCEPTABLE

The noise exposure may be of some concern but common building construction will make the indoor environment acceptable and the outdoor environment will be reasonably pleasant for recreation and play.

NORMALLY UNACCEPTABLE

The noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building constructions may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.

UNACCEPTABLE

The noise exposure at the site is so severe that the construction cost to make the indoor noise environment acceptable may be prohibitive and the outdoor environment would still be unacceptable.

Figure VII-8

LAND USE CATAGORY	COMMUNITY NOISE EXPOSURE Ldn or CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL — LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
RESIDENTIAL — MULTIPLE FAMILY	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
TRANSIENT LODGING — MOTELS, HOTELS	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
AUDITORIUMS, CONCERT HALLS AMPITHEATERS	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
PLAYGROUNDS, NEIGHBORHOOD PARKS	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETARIES	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
OFFICE BUILDINGS, BUSINESS, COMMERCIAL AND PROFESSIONAL	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable

INTERPRETATION

**Normally Acceptable**

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

**Conditionally Acceptable**

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

**Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor areas must be shielded.

**Clearly Unacceptable**

New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

TABLE VII-4
ROADWAY CENTER LINE DISTANCE TO CNEL CONTOURS IN FEET
(Based on City of Poway Transportation Plan)

	CURRENT ADT			RECOMMENDED MASTER PLAN ADT		
ROADWAY SEGMENT	ESTIMATED 60, 65, & 70 DECIBEL, CNEL CONTOUR DISTANCES IN FEET FROM ROAD WAY CENTER LINE LINES*					
	<u>60</u>	<u>65</u>	<u>70</u>	<u>60</u>	<u>65</u>	<u>70</u>
ESPOLA ROAD						
West of Pomerado	262	122	57	327	152	71
Pomerado to Old Coach	233	108	50	360	167	78
Old coach to Lake Poway	126	58	<50	311	144	67
Lake Poway to Twin Peaks	128	59	<50	322	149	69
Twin Peaks to Poway Road	101	<50	<50	423	196	91
POWAY ROAD						
West of Pomerado	436	202	94	416	193	90
Pomerado to Community	453	210	97	373	173	80
Community to Garden	413	192	89	332	154	71
Garden to Espola	191	89	<50	287	133	62
Espola to SR-67	217	101	<50	149	69	<50
STATE ROUTE 67						
Scrpps Pow Pkwy to Poway Rd	161	75	<50	473	220	102
North of Poway Road	153	71	<50	507	235	109
SCRIPPS POWAY PARKWAY						
West of Pomerado	N/A	N/A	N/A	461	214	99
Pomerado to SR-125	N/A	N/A	N/A	596	277	129
SR-125 to SR-67	N/A	N/A	N/A	723	336	156
POMERADO ROAD						
South of Scripps Poway Pkwy	73	<50	<50	355	165	77
Scripps Poway Pkwy to Poway Road	69	<50	<50	414	192	89
Poway Road to North City Parkway	219	102	<50	344	160	74
No. City Parkway to Twin Peaks	215	100	<50	379	176	82
Twin Peaks to Bernardo Heights	198	92	<50	396	184	85

POWAY COMPREHENSIVE PLAN: GENERAL PLAN

	CURRENT ADT			RECOMMEDED MASTER PLAN ADT		
ROADWAY SEGMENT	ESTIMATED 60, 65, & 70 DECIBEL, CNEL CONTOUR DISTANCES IN FEET FROM ROAD WAY CENTER LINE LINES*					
	<u>60</u>	<u>65</u>	<u>70</u>	<u>60</u>	<u>65</u>	<u>70</u>
NORTH CITY PARKWAY (SR-56)						
Pomerado Road to Twin Peaks	<50	<50	<50	333	155	72
West of Pomerado	N/A	N/A	N/A	482	224	104
CAMINO DEL NORTE						
East of Interstate 15	249	116	54	450	209	97
TWIN PEAKS ROAD						
Pomerado to No. City Parkway	196	91	<50	401	186	86
No. City Parkway to Community	160	74	<50	538	250	116
Community to Midland	175	81	<50	338	157	73
Midland to Espola	146	68	<50	146	68	<50
COMMUNITY ROAD						
Poway Road to Twin Peaks	103	<50	<50	154	71	<50
South of Poway Road	176	82	<50	215	100	<50
SYCAMORE CANYON ROAD						
Scripps Poway Parkway to Poway Road	N/A	N/A	N/A	460	214	99
GARDEN ROAD						
Poway Road to SR-125	125	58	<50	187	87	<50
MIDLAND ROAD						
Poway Road to Edgemoor St	128	59	<50	153	79	<50
Edgemoor to Twin Peaks	73	<50	<50	153	79	<50

To be effective, a noise barrier must be massive enough to prevent significant noise transmission through it and high enough and long enough to shield the receiver from the noise source. A safe minimum surface weight for a noise barrier is 3.5 pounds/square foot (equivalent to 3/4-inch plywood) and the barriers must be carefully constructed so that there are no cracks or openings. Since sound travels in a straight line, to be effective, a barrier must interrupt the line-of-sight between the noise source and the receiver.

Another important and often overlooked consideration in the design of noise barriers in the phenomenon of "flanking." Flanking is a term used to describe the manner by which a noise barrier's performance is compromised by a noise passing around the end of a barrier. The effects of flanking can be minimized by bending the wall back from the noise source at the ends of the barrier.

In addition to meeting acoustical requirements, noise barriers must be evaluated for possible maintenance problems, aesthetic and environmental considerations, safety conflicts and cost. Where space is available, a meandering earth berm is both effective and aesthetically pleasing. Where space is restricted, a wall would be appropriate, but, in either case, landscaping should be utilized with the barrier for aesthetic purposes. The overall height of noise walls should be limited to avoid visual blight.

Construction Modifications: If site planning, architectural layout, noise barriers or a combination of these

measures does not achieve the required noise reduction for the building, it will be necessary to modify the building's construction. Indoor noise levels from exterior sources are controlled by noise reduction characteristics of the building shell. The walls, roof, ceilings, doors, windows and other penetrations are all determinants of the structure's overall noise reduction capabilities.

In general, windows and doors are the acoustical weak links in a building. Often, all that is necessary is that the windows be sealed on the noisy side of the building and an alternative means of ventilating the building provided. Beyond this, thicker windows or double-glazed windows may be necessary. Doors should not be located on the side of the building facing a noise source. If they are, they should be solid-core doors and should be equipped with an appropriate acoustical door gasket. If cases in which more noise reduction is required, the ceiling/roof and/or the walls must be modified to provide the required noise reduction. The actual modifications will depend on the amount of noise reduction required.

Exterior Sensitivity

Land use sensitivity to noise depends on the need for the quiet outdoor use of property. The following is the exterior CNEL limit for declared sensitive land uses.

As noted, the traffic volumes and accompanying noise levels are projected to increase with respect to the development pace of the City. Many of Poway's first subdivisions, which

LAND USE	60	65	70	75
Single Family & Mobile Homes	Yes	No	No	No
Passive Prks	No	Yes	Yes	No
Multiple Family	Yes	Yes	Yes	No
Lodging	Yes	Yes	Yes	Yes

required little or no noise mitigation, are located adjacent to these roadways. To minimize the noise impacts within these neighborhoods, the City has constructed noise attenuation walls on sections of Pomerado and Twin Peaks Road.

It is the goal for all new residential subdivisions to maintain a 60 Db exterior noise standard, however, this level of mitigation is not always achievable when constructing noise walls within existing subdivisions. In such cases topography, setback distances, secondary structures, mature tree sand other amenities constrain the location and height of the wall. Given these circumstances, the City will strive to achieve the best level of mitigation possible.

While it is not the desire of the City to construct a noise wall adjacent to every arterial roadway, the City does recognize the need to maintain noise levels that are conducive to residential living. To this end, the city will continue to evaluate those locations where noise levels exceed unacceptable standards.

For residential areas next to existing arterials, the City will use the following general guidelines:

1. CNEL noise levels in undeveloped areas will mitigate to 60 dB;
2. When improvements to arterials are constructed in developed areas where existing CNEL is below 60 dB, noise levels will be mitigated to a CNEL of 60 dB provided a noise attenuation wall does not exceed eight feet. If the proposed noise attenuation wall exceeds eight feet, the City will strive to reduce noise to the best practical level.
3. In areas where the existing CNEL noise level exceed 65 dB, the noise level will be mitigated to 65 dB.

Regarding intermittent mechanical noise, due to the proximity of some residential areas to commercial uses, a 9:00 p.m. deadline for mechanical noise in these areas would be appropriate (rather than a 10:00 p.m. deadline). Also, deliveries, cleaning of parking lots and dumpster service for commercial and industrial businesses need to be reviewed as these activities may also be disruptive to residential uses in the vicinity.

GOALS, POLICIES AND STRATEGIES

The goals, policies and strategies shown below are those that relate directly to issues discussed in the Public Safety master element. The various elements of the General Plan are intended to be consistent with each other and should be interpreted to be consistent. Goals and policies contained in other elements will also support those included here. A complete listing of all goals, policies and strategies is contained in the Goals, Policies and Strategies Section of this General Plan.

GOAL II. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE FOR AN ORDERLY BALANCE OF BOTH PUBLIC AND PRIVATE LAND USES IN CONVENIENT AND COMPATIBLE LOCATIONS THROUGHOUT THE CITY AND TO ENSURE THAT ALL SUCH USES SERVE TO PROTECT AND ENHANCE THE ENVIRONMENT, CHARACTER AND IMAGE OF THE CITY.

Policy B - Distribution of Land Uses

Land uses should be distributed so as to encourage in-fill development within the built-up parts of the City, protect the integrity of existing land uses and densities and preserve the open space and rural nature of Poway.

Strategies

1. Encourage land uses and densities that are consistent with a rural lifestyle and image, including preservation of open space and development of very low density residential land uses. The density of land use shall remain primarily rural within the hillsides and remote regions of the City and suburban within the developed central community core.
2. Large contiguous areas of open space shall be encouraged throughout the City and shall not be fenced or otherwise constricted.
3. Watershed areas with slopes greater than 25 percent shall be retained in parcel sizes of 40 acres or more.
4. The majority of residential construction in the City shall be in rural residential categories. Rural residential areas shall be primarily devoted to large-lot custom home construction although in some instances tract homes that simulate custom homes may be allowed.
5. Various types of multiple family units are encouraged in order to provide greater variety in regard to design and lifestyle preference.

6. Multi-family residential land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
7. Recreational uses (e.g., resorts, golf courses) may be allowed in rural areas providing that provisions are made for the health, safety and welfare of the users and surrounding residents and that the uses are consistent with the policies of the Land Use and Community Design Elements.
8. In rural residential areas, most uses other than agricultural and residential shall be limited to areas with natural slopes of 10 percent or less. Other uses such as hiking, and riding trails, driving ranges, golf courses and other recreational uses may be considered on steeper slopes providing that they do not significantly alter the landform. Buildings and parking lots must adhere to slopes of less than 10 percent.
9. The distribution of land uses should consider the health, safety and welfare of the community in regard to natural hazards.
10. Public or quasi-public structures (schools, churches, hospitals) shall be located in low-risk seismic or geologic hazard areas.
11. Community commercial land uses that will serve the entire community or subregion in which Poway is located are encouraged along Poway Road adjacent to existing uses of similar intensity.
12. Limited neighborhood commercial activities may be located on the border of rural residential and urban land uses.
13. Mobile home park land uses shall be located in areas compatible with existing land uses and in proximity to major roads, transit, commercial areas and public services and facilities.
14. New urban development projects (residential areas with greater than two dwelling units per acre (du/ac), commercial, and manufacturing) shall be bounded on a minimum of two sides by existing urban land uses and existing public facilities.
15. Where a commercial area abuts a residential area, the following improvements shall be made to ensure compatibility:
 - Structures shall be adequately set back from the residential property line to avoid land use impacts;

- An eight foot high solid masonry wall shall be constructed along the residential property line, except where it is clearly demonstrated that a shorter wall will adequately protect the residential property;
 - Landscaping in the form of trees, shrubs, and ground covers shall be planted within an area at least five feet wide, in addition to wall footings, on the inside area of the wall.
16. It is the specific intent of the City that commercial land uses on Pomerado, Twin Peaks and Espola Roads not be substantially expanded beyond their present locations.
17. Public and semi-public uses should be located where the use is compatible with surrounding land uses, development intensity, topography and architectural style. The following provisions shall guide the location of such uses:
- Site should be located adjacent to a Transportation Element roadway;
 - Public utilities should be immediately available to the site;
 - Sites where the public/semi-public uses can serve as a buffer between residential and other potentially incompatible use are particularly appropriate.
18. Manufacturing uses shall be located so as not to create adverse impacts on surrounding land uses and/or the City transportation system.
19. Commercial and manufacturing service land uses adjacent to residential land uses shall include a buffer zone or noise attenuation wall to reduce outside noise levels at the property line to 60 dBA.
20. Incompatible land uses shall not be made contiguous without adequate buffering and/or setbacks. Special emphasis and techniques shall be used in buffering surrounding land uses from commercial uses. In the event a question of compatibility exists between two uses or intensities, the lower intensity use shall take precedence. The City Council shall make the final determination in those areas of questionable land use compatibility.
21. Provide information on all submitted development proposals that may affect student enrollment to the Poway Unified School District (PUSD) for review in light of their planning goals. The City shall provide the PUSD with regular reports of building permit activity.

Floodplains and Floodways

22. Land within the 100 year floodplain should be designated for low density residential or open space uses.
23. Structures which do not conform to Poway Flood Hazard Management standards must be brought into conformance with these standards if reconstruction, rebuilding or repairing made necessary by damage will exceed 50 percent of the reasonable replacement value of the structure prior to any damage.
24. Critical emergency uses (hospitals, fire stations, police stations, public administration buildings and schools) shall not be located in flood hazard areas.
25. Development within the 100 year floodway is prohibited.
26. Development in the 100 year floodplain may be approved if the following conditions are met:
 - All structures, both permanent and temporary, must be raised one foot above the 100 year flood level;
 - Information certifying the 100 year flood level must be submitted by a qualified civil or hydrological engineer;
 - All-weather access must be provided to all developments for divisions of land, residential units, commercial buildings, manufacturing buildings or public buildings;
 - Information certifying that no upstream or downstream changes to the 100 year floodplain will occur must be submitted by a qualified civil or hydrological engineer.
27. For purposes of land division, floodway areas shall not be included in the calculation of net area.
28. To prevent increased flooding within Poway, all new land divisions and commercial developments shall be reviewed to determine the feasibility of storm drainage detention. Should the project increase the storm drainage runoff by ten percent or more, the differential storm drainage runoff shall be detained to the satisfaction of the City Engineer. This does not preclude the City from requiring storm drainage detention for projects which do not exceed a 10 percent differential increase in storm drainage.
29. No development shall be approved that would inhibit, prevent or preclude the location of proposed detention basins on Rattlesnake Creek and the north and south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey, dated August 1981.

GOAL VII. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE A SAFE AND HEALTHY ENVIRONMENT FOR THE RESIDENTS OF POWAY.

Policy A - Functional and Financial Opportunities

Encourage and support the delivery of high emergency services through cooperation with other agencies and use of all financial opportunities available.

Strategies

1. Ensure that the maximum advantage is obtained from the resources of the federal government, state, county and neighboring municipalities and support efforts of other jurisdictions to provide safety related services.

Policy B - Fire Protection

The City shall maintain a high standards for the delivery of fire protection services.

Strategies

Fire Prevention

1. Encourage the development, implementation and public awareness of fire prevention programs.
2. Implement programs to reduce the quantity of combustible vegetative materials in the City to reduce wildland fire hazards including a brush management program subject to approval by the City.
3. Continue the use of the Weed Abatement Program and a fire buffer program along heavily traveled roads through thinning, disking or controlled burning, subject to air quality standards. Brush, but not trees, should be cleared from both sides of major arterials.
4. The existing rows of eucalyptus trees should be trimmed periodically, and combustible vegetative materials at the tree base should be periodically removed.
5. All proposed development shall satisfy the minimum structural fire protection standards contained in the adopted editions of the Uniform Fire and Building Codes; however, where deemed appropriate the City shall enhance the minimum standards to provide optimum protection.

6. Fire protection requirements shall be expanded where structural and/or capital improvements cannot adequately protect the community from property damage or potential loss of life.
7. Study the feasibility of regulations requiring the installation of a sprinkler system at the time of construction of new residential structures and in conjunction with expansion or substantial interior remodeling of existing structures.
8. Require fire retardant roofing materials based upon the type of construction in and outside of high fire hazard areas.
9. Enforce the fire control requirements of the City's landscape standards.
10. In order to minimize fire hazards, the Poway Fire Department shall routinely be involved in the review of development applications. Consideration shall be given to adequate emergency access, driveway widths, turning radii, fire hydrant locations and needed fire flow requirements.
11. Advocate and support State legislation which would provide tax incentives encouraging the repair or demolition of structures which are classified as high fire hazards.
12. The construction of public facilities and transportation corridors shall be consistent with the adopted standards of the Uniform Building Code and Uniform Fire Code.

Facility Location

13. Fire stations shall be located on or near arterial roadways to provide for rapid response times.
14. The timing of station construction shall relate to the rise of service demand in the surrounding areas.
15. The location of stations should consider existing and projected land uses and appropriate buffering should be provided where necessary.
16. Proposed Fire Station 3 shall be located in the South Poway Business Park.
17. Emphasis on future construction and capital improvements should be toward the alleviation of deficiencies in critical risk areas.

Inter-jurisdictional Cooperation

18. Opportunities for joint-power agreement facilities and/or operations should be evaluated and pursued where practical.
19. Support mutual aid agreement and communication links with the County and the other municipalities participating in the Unified San Diego County Emergency Service Organization.

Policy C - Medical Services

The City shall seek to ensure the provision of high quality medical services and facilities at a level consistent with the needs of the community residents.

Strategies

1. Regularly communicate with the Palomar Pomerado Health System to ensure that adequate health care facilities are available to meet the needs of Poway residents.
2. Assist the Palomar Pomerado Health System in assessing programs and in developing standards that can be used to evaluate the adequacy of medical service delivery for Poway residents.
3. The City shall assist the Palomar Pomerado Health System in obtaining current or amended reports pertaining to the demographic characteristics of Poway.
4. The City shall provide copies of all submitted development proposals that may cause an increase or change in medical service demand to the Palomar Pomerado Health System.
5. The City shall provide Palomar Pomerado Health System with regular reports of building permit activity.

Policy D - Law Enforcement

The City shall secure high-quality law enforcement so as to maintain a sense of personal safety and security for the residents of Poway.

Strategies

1. Routinely involve law enforcement personnel in the review of new development applications as they relate to street access and safety and to the concept of defensible space.

2. The central focus of law enforcement in the City of Poway should be protection of life and property.
3. Continue to promote the establishment of neighborhood watch programs to encourage community participation in the patrol and to promote awareness of any suspicious activity.
4. Promote crime prevention programs for commercial and industrial areas.
5. All structures should be adequately identified by street address and be lighted sufficiently to deter criminal activity.

Policy E - Air, Water, and Soil Pollution

The City shall work locally and at the regional level to reduce air, water and soil pollution within Poway.

Strategies

1. Work closely with regional agencies to help control all forms of pollution.
2. Seek to promote a development pattern that reduces daily trips for shopping, school and recreation.
3. Encourage ridesharing, the use of transit and other transportation systems management programs to reduce the number of vehicle miles traveled and traffic congestion.
4. Consider the use of clean fuel systems for new local government fleet vehicles.
5. Implement plans and programs to phase-in energy conservation improvements.
6. Investigate incentives and regulations to reduce emissions from swimming pools, residential and commercial water heating and heaters.

Policy F - Emergency Plan

The City shall be prepared to successfully manage public emergencies which may occur.

Strategies

1. Pursue new ideas, plans and programs to improve Poway's *Emergency Plan*.
2. Maintain the Fire Department Classroom at Station 1 as a permanent emergency operations center and a secondary command post. Keep it equipped with sufficient supplies to begin operations immediately in the case of a disaster.

3. Encourage volunteer and civic organizations to educate and equip themselves to provide community emergency assistance, if necessary.
4. Develop an accurate citywide emergency resource inventory of locally available supplies, equipment and heavy vehicles and devise a state of emergency procurement procedure.
5. Utilize the Emergency Plan to provide direction to all persons responsible for acting in a disaster situation.

Policy G - Hazardous Waste Management

The City supports the San Diego County Hazardous Waste Management Plan and seeks its implementation by encouraging waste minimization, proper disposal of household hazardous wastes and by establishing criteria for land use decisions regarding hazardous waste treatment facility siting.

Strategies

Waste Minimization

1. Encourage businesses to conduct waste minimization opportunity assessments to determine their potential for source reduction and recycling and to achieve the County-wide goal of 30 percent reduction in hazardous waste by 1994.
2. Investigate the adoption of an ordinance to require businesses to prepare, submit and implement hazardous waste minimization plans.
3. Consider establishing a reward program to recognize businesses that implement waste minimization successfully and conducting a media campaign designed to recognize these businesses.

Household Hazardous Waste

4. Encourage safe and proper disposal of household hazardous waste; comply with Integrated Waste Management Act requirements of no Household Hazardous Waste to landfills by 1995.
5. Continue to encourage district collection events and seek an appropriate location to establish a permanent community collection center.

Contaminated Sites

6. Seek to ensure timely and complete clean-up of contaminated sites.

Siting of Hazardous Waste Treatment Facilities

7. The siting criteria of the San Diego County Hazardous Waste Management Plan are incorporated into the Poway General Plan by reference and shall be used to determine acceptable locations and conditions for off-site hazardous waste treatment facilities.
8. Ensure that off-site hazardous waste treatment facilities are subject to complete and thorough local review.
9. Encourage the coordination of facility siting responsibilities among Southern California's local governments through adoption and implementation of the Southern California Hazardous Waste Management Authority Regional Plan Fair Share Policies and Regional Action Plan.

Policy H - Noise

Ensure a safe and pleasant acoustical environment for the residents of Poway.

Strategies

1. Utilize site planning, zoning regulations, architectural design standards and building construction regulations to reduce noise impacts.
2. Review all discretionary project applications which include sensitive land uses for conformance with the Exterior CNEL Compatibility Matrix table.
3. Require mitigation measures for all proposed projects which are found, according to an Acoustical Analysis Report, to be subject to incompatible CNEL values.
4. Proposed land uses which generate noise should be subject to an Acoustical Noise Report, with mitigation measures to be specified.
5. An Acoustical Noise Report shall be prepared for all public works projects which have a potential for public noise exposure.
6. Increases in traffic noise caused solely by roadway improvements shall be mitigated to future levels which would have occurred without the improvement.
7. When noise protection barriers are needed, they shall be located in the most cost-effective location. The maximum protection for a given barrier height and length shall be determined by acoustical analysis using the current edition of the FHWA noise level model program.

8. Noise protection walls may be limited to a height of eight feet, even when a taller wall may be needed to achieve Noise Element standards, if a taller one is deemed to be aesthetically degrading to the environment.
9. Mitigation walls will be at least four feet high, even if mitigation calculations call for a shorter wall.
10. A time-averaging sound level meter meeting American National Standards Institute S.4 standards shall be used to enforce the noise control provisions of the Zoning Ordinance.
11. Enforce the provisions of the California Noise Insulation Standards (California Code of Regulations, Title 24) prior to issuing a building permit for multiple-family dwelling units. If these units are located in an area of noise incompatibility (exposed to 60 decibels or more, CNEL), an Acoustical Analysis Report, as prescribed in Section II D of the Noise Hazards Element, shall be prepared demonstrating that interior noise levels of habitable rooms will not exceed 45 decibels.
12. The interior floor/ceiling and party wall assemblies for multiple-family dwelling, whether or not they are located in areas of noise incompatibility, shall provide a minimum insulation between units of 45 decibels, FSTC.
13. Standard care and practice guidelines for building construction shall include, but not be limited to, the current edition of the American Standards for Testing and Materials, E-497, standard practice for installing sound-insulation lightweight partitions.
14. When new projects are submitted to the City that require Conditional Use Permits, Tentative Map approval, etc. a report must be submitted that demonstrates that significant environmental impacts, including noise, are mitigated to less than significant levels.
15. Acoustical Analysis Report standards containing the required format, measurements, calculations and exhibits for land use, zoning and building permit applications shall be prepared and updated annually.

Policy I - Solid Waste

Promote safe, environmentally sound means of solid waste disposal for the community.

1. Proceeds of recycling are a resource and should be used to benefit the community to the extent feasible.
2. Investigate means to create a market for recycled goods.

3. Implement a curbside recycling program in all residential neighborhoods.
4. Promote the use of all plant material waste for compost or mulch.
5. Promote the recycling of construction refuse and "white waste" (water heaters, washing machines, etc.).
6. Investigate ways to encourage businesses to recycle their waste.

GOAL VIII. IT IS THE GOAL OF THE CITY OF POWAY TO MINIMIZE INJURIES, LOSS OF LIFE, AND PROPERTY DAMAGE RESULTING FROM NATURAL AND MAN-MADE HAZARDS.

Policy A - Information and Services

The City should encourage the development and implementation of hazard prevention programs designed to provide adequate information and services to the community.

Strategies

1. Increase public awareness of dangers associated with natural hazards and of strategies that can be adopted to deal with them.
2. Assure that all development applications are reviewed by persons qualified to identify potential natural hazard problems and that appropriate conditions be attached to allowed developments so as to mitigate potential damage.
3. Actively encourage the generation of ideas, plans and programs to achieve a state of community self-reliance.

Policy B - Geologic Hazards

The community should be protected against the hazards associated with geologic formations, particularly landslides, through proper land use policies and mitigation.

Strategies

1. Compare all development applications with the GIMS Mapping System to determine if significant geologic hazards exist.
2. Investigations performed by a qualified engineering geologist and soil engineer shall be required for all development review applications. For land development in the Friars Formation areas a detailed slope stability analysis is also required.

3. Include, as conditions of approval, the recommendations of the engineering geologist for geologic hazard mitigation and the soils engineer for soil related issues.
4. Development within unstable slope and landslide areas will be prohibited unless adequate measures are taken to protect against slippage.
5. Establish and maintain proper soil management techniques to reduce the adverse effects of soil-related problems such as shrink-swell behavior, erosion, run-off potential and septic tank failure.

Policy C - Seismic Safety

Seismic hazards should be controlled to a level of acceptable risk through the identification and recognition of potentially hazardous conditions and areas.

Strategies

1. Take all appropriate actions to identify and mitigate seismic hazards such as groundshaking, ground rupture, landslides, liquefaction and structural hazards.
2. The GIMS Mapping System and the Seismic Matrix shall be used to determine if the probability of a seismic hazard exists.
3. Where it has been determined that there is the probability of a seismic hazard, an investigation by a qualified engineering geologist shall be required.
4. Regularly inform community residents of the potential seismic hazards that can exist and the best methods of reducing injury, property damage or loss of life in the home or business establishment.

Policy D - Flood Hazards

The public should be protected against potential loss of life and property through regular dam and creek maintenance, proper flood hazard management policies and future capital improvements.

Strategies

Lake Poway Dam

1. Lake Poway Dam shall receive regular inspections of the embankment, spillway and inlet/outlet facilities to ensure safe operation.
2. Lake Poway shall be kept at or below the designed high water level to reduce the risk of spilling.

Natural Watercourses

3. Natural watercourses shall be maintained as the primary flood control channels. Where feasible, the natural creekside environment shall be preserved.
4. Maintain a program to ensure that the floodways are kept free and clear at all times. Costs associated with creek maintenance shall be borne by the property owner or the holder of open space easement rights.
5. Upstream detention basins shall be constructed on Rattlesnake Creek and the north and south branches of Poway Creek, as outlined in the Floodwater Detention Basin Survey published in August, 1981 in order to mitigate flood hazards while retaining the natural character of the major creeks and channels.

Watershed Areas

6. Watershed areas in the eastern Poway mountains should be preserved to maintain the health, safety and welfare of residents living adjacent to the City's major creeks in the Poway Valley.

Financing

7. The City shall explore and adopt appropriate legislation to finance the acquisition and construction of the detention basins including, but not limited to, developer financing, bonds and assessment areas drawn upon drainage area boundaries.
8. The cost of improvements to the City flood and drainage control system made necessary by new development shall be borne by the developer.



Photo by James Lyon

HOUSING

HOUSING ELEMENT

INTRODUCTION

PURPOSE AND INTENT

According to the State of California *General Plan Guidelines 1990*, the Housing Element is "a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies policy for providing adequate housing and includes action programs for this purpose."

The Land Use Element is concerned with housing in a spatial context while the Housing Element identifies housing programs aimed at new housing construction and rehabilitation and conservation of the existing affordable housing stock. The Housing Element builds upon the land use goals and policies which are primarily concerned with where new housing is to be located and at what density it will be constructed. It is the intent of the City to meet the actual housing needs of its residents and to do so in a manner which will be compatible with the community's overall goals and avoid unnecessary erosion of residents' quality of life and investment in their homes.

Other concerns of the Housing Element include the identification of strategies and programs that focus on housing affordability, rehabilitation of substandard housing, meeting the existing demand for new housing and maintaining an adequate supply of rental housing. The *Affordable Housing Needs Assessment*, December 1990 provides additional information, analysis and documentation, is

incorporated into the Housing Element by this reference and is included as Appendix B to this element.

The Housing Element is intended to provide residents and local government officials with a greater understanding of the housing needs in Poway and to provide guidance for the decision-making process in matters relating to housing.

Poway's first housing element was adopted in October 1983, a second was adopted November 19, 1991. This is an update to the 1991 element. (Amended per GPA 93-03C)

LEGAL BASIS

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role local planning programs play in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their General Plan. Section 65302(c) of the Government Code sets forth the specific components to be contained in a community's housing element.

The first housing element requirement was enacted by the California Legislature in 1969 but it was not until 1980 that legislation was enacted which put specific housing element requirements into law and declared the California Department of Housing and Community Development (HCD) guidelines to be advisory.

On January 1, 1991, Senate Bill 2274 (1990, Bergeson) became effective

requiring cities to not only send their draft housing elements to HCD for review prior to adoption, but also either to make any changes suggested or to adopt a resolution with findings explaining why the draft element substantially complies with the requirements of the law.

SOURCES OF INFORMATION

In the spring of 1990 the City of Poway contracted with Cotton/Beland/Associates Inc. for preparation of an *Affordable Housing Needs Assessment*. This needs assessment, completed in December 1990, is the main source of information for this housing element. Other sources of information included the *Series 7 Regional Growth Forecast*, the *Regional Housing Needs Statement for the San Diego Region*, *City of Poway Citizen Survey Report (1988)*, *1990/91 Construction Industry Federation Regional Development Fee Survey*, and 1980 and 1990 U. S. Census reports.

PUBLIC PARTICIPATION

Section 65583(c) of the California Government Code requires that local jurisdictions make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element.

In addition to the methods used to solicit public participation in the overall General Plan update process (which are described in the Section I, Introduction of the General Plan), input into the Housing Element preparation was sought through City Council meetings dealing with regional housing need requirements, identification of potential affordable housing sites, expenditure of tax increment

set-aside funds, migrant housing issues and the draft housing element.

The Redevelopment Advisory Committee held public meetings throughout late 1990 and early 1991 to prepare their recommendation on the expenditure of tax increment set-aside funds. Subsequent hearings, held in late 1992 and early 1993 led to the adoption of the *Comprehensive Affordable Housing Strategy* by the City Council on June 15, 1993 (see Page HOUSING - 69). (Amended per GPA 93-03C)

The Migrant Relations Committee and subsequently, the Migrant Worker Housing Advisory Committee met for over a year. Their housing recommendations have been incorporated into this element.

During the public review period leading up to adoption of the updated General Plan, eight hearings included discussion of the draft Housing Element.

Finally, in order to obtain additional public input concerning the sites to which the Affordable Housing overlay will be attached, the City Council has appointed a Redevelopment and Housing Advisory Committee to make recommendations concerning programs and locations for affordable housing.

SCOPE AND CONTENT

The Housing Element consists of several major parts. These are: a technical section which summarizes the findings of the *Affordable Housing Needs Assessment* and provides some additional information that became available after the needs assessment was completed; a listing of the goals, policies and strategies related to

housing; a review of housing achievements under the 1983 Housing Element; a review of housing programs currently in effect in Poway; and, a Housing Plan for 1991-1996.

The State Legislature recognizes the important role of local general plans, and housing elements in particular, in implementing Statewide housing goals which call for the provision of decent and suitable housing for all persons. In addition, the importance of continuing efforts toward providing housing that is affordable to all income groups is stressed. The major concerns of the Legislature with regard to the preparation of housing elements are included in the State Government Code Sections 65580 - 65589.8 which state:

- Local governments should recognize their responsibility in contributing to the attainment of the State's housing goals;
- Cities and counties should prepare and implement housing elements coordinated with State and Federal efforts in achieving the State's housing goal;
- Each local jurisdiction should participate in determining the necessary efforts required to attain the State's housing goals; and finally
- Each local government should cooperate with other local governments in addressing regional housing needs

RELATED PLANS AND PROGRAMS

The San Diego Association of Governments (SANDAG) initiated the preparation of a series of regional growth forecasts in the early 1970s, which since has become a fundamental element of regional and local planning. The Series 7 Forecast is the most recent of those growth forecasts, a result of a cooperative effort between the staff of SANDAG and each city in the region as well as the County of San Diego. The Series 7 Forecast illustrates the likely distribution of 2.59 million people throughout the region in 1995; 2.78 million in 2000; and 3.15 million by the year 2010. The Series 7 Forecast also indicates the likely population distribution in distinct subareas of the SANDAG region. The subarea forecast reflects a consensus of the current public policies in the General and Community Plans of the region's jurisdictions. Future urban growth and employment development, as well as the inter-jurisdictional impacts of public policy changes, can be observed in the future distribution of people, employment and land use activity.

The Series 7 subarea forecasts cannot be used to distribute "regional housing needs" among individual cities, as required by state law. The regional need figures quoted in this element are based instead on the 1990 Regional Housing Needs Statement (RHNS) which was produced by SANDAG based, in part, on the Series 7 growth forecast.

NEEDS ASSESSMENT

POPULATION CHARACTERISTICS AND TRENDS

Population Growth

Poway experienced its most rapid growth in the 1970s. During this decade, the population increased from just under 14,000 to nearly 33,500 persons. Population growth during the 1980s slowed from the previous decade, but nonetheless remained strong. The 1990 census showed Poway's population to be 43,516, ranking it twelfth among the 18 cities in the County as to size.

TABLE VIII-1

POPULATION TRENDS: POWAY & SURROUNDING AREAS 1980 - 1990

Jurisdiction	1980	1990	Change
Escondido	64,355	108,635	+68.6%
Poway	33,436	43,516	+30.1%
San Diego	875,438	1,110,509	+26.9%
San Marcos	17,479	38,974	+123.0%
Santee	41,796	52,902	+26.6%
Vista	35,834	71,872	+100.6%
County	1,861,846	2,498,016	+34.2%

Source: U.S. Department of Commerce, Bureau of the Census

The 30 percent increase in population experienced by Poway during the 1980s is lower than the 34 percent county-wide increase and substantially below that experienced by other North County jurisdictions, where increases varied from

67 percent in Oceanside to 123 percent in San Marcos.

Age and Ethnicity

The people who live in Poway are predominantly white, young or middle aged, and most live in family households rather than living alone or with unrelated individuals.

The median age of Poway's population increased by over four years between 1980 and 1990, from 28.8 to 33.0. This is probably a reflection of the aging in place of families that moved to the City during the 1970s when much of the City's housing was constructed.

TABLE VIII-2

RACE AND ETHNICITY 1990

White	89.9%
Black	1.4%
American Indian	0.5%
Asian/Pacific Islander	6.2%
Other	2.1%
	100.0%
Spanish/Hispanic	5.8%

Source: 1990 Census

The proportion of residents 65 years of age and above in Poway in 1980 (6.1 percent) was significantly below both that in the County (10.3 percent) and the State (9 percent). By 1990 the elderly population had increased to 7.4 percent of the City's population. Consistent with nationwide trends, this population group is

expected to continue to grow as those persons currently between the age of 35-64 (40 percent of the population) grow older.

HOUSEHOLD CHARACTERISTICS

In 1980 there were a total of 10,380 households in Poway; by 1990 the City had grown to nearly 14,000 households. This represents a 33 percent increase during the ten year period. Eighty-four percent of these households are families. Probably because Poway is characterized by a large proportion of both family households and single-family dwelling units, it has larger than average households.

The decrease in household size after 1970 is consistent with national trends. By 1990 the County as a whole showed a slight increase in average size of which is likely attributable to an influx of ethnic groups which historically have had large families (e.g. immigrants from Mexico, Central and South America).

TABLE VIII-3

AGE CHARACTERISTICS

0-17 Years	30.0%
18-24 Years	8.5%
25-54 Years	48.0%
55-69 Years	9.2%
70+	4.3%

Source: 1990 Census

TABLE VIII-4

HOUSEHOLD SIZE

Jurisdiction	1970	1980	1990
Poway	3.83	3.17	3.11
San Diego County	2.95	2.26	2.63
Size	Family Households	Non-Family Households	Total
1 Person	-	67.8%	10.8%
2 Persons	31.0%	23.1%	30.0%
3 Persons	24.2%	6.0%	21.3%
4 Persons	27.4%	2.0%	23.4%
5 Persons	11.0%	0.7%	9.4%
6 Persons	4.1%	0.4%	3.5%
7 or More	2.4%	0.1%	2.0%

Household Income

With an estimated median household income of \$48,000 in 1989, Poway had the highest income of all incorporated jurisdictions in the County. In contrast, the HUD 1989 median household income figure County-wide was \$36,700. In addition, Poway experienced the greatest percentage increase in real income between 1980-1988 of any San Diego County jurisdiction, increasing 11 percent during that eight year period compared with a 1 percent increase County-wide.

Mobile home residents had the lowest median incomes (\$21,000). This may reflect the large number of elderly in the City's mobile home parks, many of whom are on fixed incomes. The median income

of all households with an elderly member was \$33,000, indicating that elderly mobile home residents tend to have lower incomes than the City-wide elderly population.

The Federal Department of Housing and Urban Development (HUD) and State Department of Housing and Community Development (HCD) have developed the following income categories and their definitions:

Very Low Income-less than 50 percent of the regional (County) median

Low Income-between 51 and 80 percent of the County median

Moderate Income-between 81 and 120 percent of the County median

Above Moderate Income-greater than 120 percent of the County median.

In addition to these overall income breakdowns, HUD also considers household size in their definition of income categories.

According to the Housing Needs Assessment, only 7.5 percent of Poway households are in the Very Low Income category, with an additional 7.5 percent in Low Income group. This represents a proportional decrease in lower income households from 1979 when Poway had 13 percent Very Low Income and 8 percent Low Income households. In contrast, Moderate Income households have increased from 18 percent in 1980 to 27 percent in 1990. Although the actual number of Upper Income households has increased by over 1,600, the percentage in this category has decreased slightly from 61 percent to 58 percent.

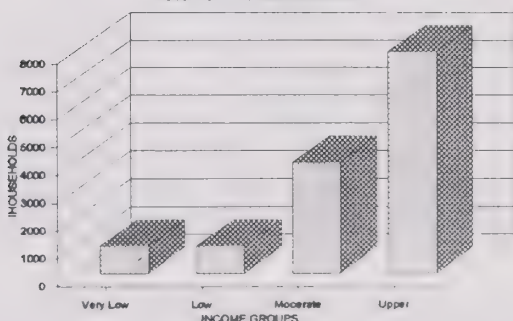
Employment

Poway is a "housing rich" city. While the regional average is 126 jobs per hundred households, in 1988 Poway had only 72 jobs per hundred households. In an effort to reduce this imbalance, in 1985 the City Council approved a 2,500 gross acre planned community in the southern part of the City. This project will result in about 700 acres of industrial park development at buildout, providing needed jobs and a financial base for the City. The project also provides funding for a major portion of the Scripps Poway Parkway, which is designed to provide regional circulation and alleviate the impacts of non-local traffic on Poway Road.

The buildout of South Poway Business Park is expected to substantially expand the employment base from the approximately 9,500 jobs in 1988 to more than 12,300 by 1995. The 1990 Census showed Poway to have 13,888 households which would equate to about 88.5 jobs per hundred households. If four-fifths of the

CITY OF POWAY

1989 HUD INCOME GROUPS



1991-1996 regional housing requirement is met by 1995 (1,730 du's), the ratio will be about 78 jobs per hundred households. Even after completion of the South Poway Business Park, the City will be "housing rich."

activity is in the services and retail trade sections which comprise nearly 60 percent of the City's employment opportunities. The government/military sector (primarily the City and School District) also constitutes a significant proportion of Poway's current employment base (16.8 percent).

TABLE VIII-5

**JOB PER 100
OCCUPIED HOUSING UNITS**

JURISDICTION	1986
Carlsbad	120
Chula Vista	91
Coronado	351
Del Mar	170
El Cajon	136
Encinitas	82
Escondido	116
Imperial Beach	37
La Mesa	110
Lemon Grove	108
National City	148
Oceanside	68
Poway	59
San Diego	152
San Marcos	207
Santee	67
Solana Beach	137
Vista	77
Unincorporated Region	87 126

Source: SANDAG, August 1990

While many of the expected new jobs will be in the manufacturing and warehouse sectors, the current thrust of economic

SPECIAL NEEDS HOUSEHOLDS

Certain segments of the population have a more difficult time finding suitable housing due to special circumstances. These "special needs" households, as identified in the California Government Code, include the elderly, handicapped persons, female-headed households, farm workers, large families and the homeless.

Elderly

The results of the 1990 survey indicate that while households with a senior member comprise 13 percent of the City's households, such households represent 38 percent of the low income households. Of the 1,501 single-person households in the City, 575 are persons over 60 and 463 are over 65.

Overall, about 84 percent of senior households own a house or condominium and 9.4 percent own a mobile home. Only 3.8 percent live in apartments. Over 54 percent of lower income senior households, however, live in mobile homes and 14.8 percent live in apartments.

The handicapped and frail elderly have special housing needs, demanding specially designed housing units and medical and nursing support services, either on-site or in the immediate area.

Several housing projects for the elderly have been built on property adjoining or near the hospital, in reliance upon the necessary medical services immediately available there.

Housing choices for the elderly should include senior apartments, congregate care facilities with support services and licensed residential care for the elderly, both in multi-family structures and in specially designed single-family houses.

Female-Headed Households

While female-headed households are typically envisioned as single-mothers with children at home, Poway's female headed households are predominately elderly women. Female-headed households with children represent only 3.8 percent of households City-wide and only 6.1 percent of the lower income sample.

The City's female-headed households generally have lower incomes and a higher rate of housing overpayment than do households City-wide. Nearly half (46 percent) of female-headed households surveyed qualified as lower income versus only 15 percent of all households

Farm Workers

There is very little agriculture in Poway although the large lots do provide jobs in landscape and household maintenance. Because many of the homeless, particularly those living in the hills in encampments, are employed as day laborers in landscaping and household maintenance, the needs of farm workers has been considered together with those of the homeless in the following section.

Homeless

The homeless have been defined as individuals that lack a fixed and adequate nighttime residence. The primary residences of the homeless are:

- Publicly or privately operated emergency shelters;
- Streets, parks, abandoned buildings, automobiles or in any other public or private place not intended to be used as regular sleeping accommodation for humans;
- Temporary makeshift arrangements in the accommodations of others.

The number of homeless is difficult to measure precisely, as was emphasized by the 1990 Census data gathering difficulties; however, estimates can be made. Local agencies that provide services to the homeless estimate that there are 300 homeless persons in Poway. These include some individuals living under all of the conditions described in the definition above, although Poway has very few people living in streets, parks, or other public places. Most are in makeshift arrangements with others or are migrants living in encampments in the hills. These camps not only provide severely inadequate shelter for the persons living there, they are a source of concern to the general community because of the potential fire and public health risks associated with them.

TABLE VIII-6

**INCOME LIMITS BY CATEGORY
REGIONAL HOUSING NEEDS STATEMENT
SAN DIEGO REGION 1990**

Income Category *	LIMIT BY SIZE					
	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person
Very Low	\$13,600	\$15,500	\$12,500	\$19,450	\$21,000	\$22,550
Low	\$21,200	\$24,250	\$27,250	\$30,300	\$32,200	\$34,100
Median	\$26,500	\$30,300	\$34,100	\$37,900	\$40,250	\$42,650
Moderate	\$31,800	\$36,400	\$40,950	\$45,500	\$48,300	\$51,180
Above Moderate	\$31,800+	\$36,400+	\$40,950+	\$45,500+	\$48,300+	\$51,180+

* Based on Median Income of \$37,900 (2/90)

Source: U.S. Housing & Urban Development and State Housing & Community Development

A City task force met from May 1989 to September 1990 to study migrant worker issues. A Migrant Worker Housing Advisory Committee was formed in April 1991 to recommend policies to address the housing needs of the migrant population.

OVERCROWDING

The Census defines overcrowded households as units with more than one person per room, excluding bathrooms, hallways and porches. Overcrowding reflects the inability of households to buy

or rent housing which provides reasonable privacy for their members.

The 1980 Census revealed that 2.8 percent of the occupied housing in Poway was considered overcrowded; this reflected a substantial decrease from 1970 when the Census identified 8.9 percent of Poway's households as overcrowded. The incidence of overcrowding in Poway in 1980 was substantially below the County average of 5.9 percent. The 1990 Census showed 551 units (4 percent of total units) had more than one person per room. A total of 255 (2.4 percent of owner-

total of 255 (2.4 percent of owner-occupied units were overcrowded while 296 (9.5 percent) of rental units were.

CURRENT HOUSING SUPPLY

HOUSING CHARACTERISTICS

During the 1980s, just over 3,200 housing units were constructed in Poway. This 30.4 percent increase was the lowest in the North County area.

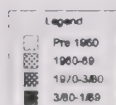
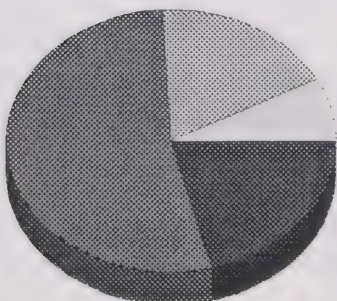
TABLE VIII-7

INCREASE IN HOUSING UNITS POWAY & SURROUNDING AREAS: 1980-90

Jurisdiction	% Change
Escondido	+56.2%
Poway	+30.4%
San Diego City	+27.4%
San Marcos	+125.2%
Santee	+31.9%
Vista	+82.0%
San Diego County	+31.4%

CITY OF POWAY

AGE OF HOUSING STOCK: 1990



While Poway has experienced significant housing construction, the composition of the housing stock has remained relatively unchanged. Eighty percent of the City's housing is single-family dwelling units.

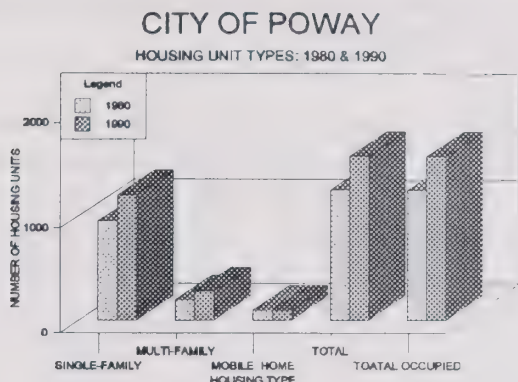
TABLE VIII-8
DWELLING UNITS ADDED

Year	House	Condo	Apt	Mobile Home	Total
1981	83	0	0	0	83
1982	26	0	21	2	49
1983	192	0	0	22	214
1984	173	37	138	(34)	314
1985	225	0	477	(1)	701
1986	156	120	78	0	336
1987	398	120	0	0	518
1988	499	0	0	0	499
1989	389	0	18	0	407
1990	127	56	0	0	183

Substandard Units

The overall condition of the City's housing stock is very good. The accepted standard for major rehabilitation needs is after 30 years. In 1990, only 8 percent of the City's housing stock was over 30 years old; however, in ten years, more than a quarter of the dwelling units will be over 30 years old. This suggests a potential need for rehabilitation and continued maintenance of approximately 3,600 dwelling units by the year 2000.

A windshield survey was conducted by Cotton/Beland Associates, Inc. in May 1990 to evaluate the structural condition of the City's housing stock. The survey



confirmed that the majority of Poway's housing stock is in good condition. A total of 61 units were identified as being in "adequate condition" and one neighborhood consisting of about 40 units was identified as being all in "adequate" or "substandard" condition. It is estimated that 30 or fewer of these will require rehabilitation during the next five years.

The managers of the City-owned mobile home parks report that there are a total of seven coaches that may need replacement within the next five years and an additional 28 that may need rehabilitation. In addition, most of the 30 coaches in the privately owned Pomerado Oaks Mobile Home Park need rehabilitation or replacement.

One area of concern, however, is the illegal, makeshift units that exist in some residential areas to house day laborers. The elimination of these units is a goal of the Migrant Housing Committee. In 1986 the City passed an ordinance aimed at protecting renters against unsafe living quarters which reads:

No person as owner, manager, or lessor shall provide, rent or lease,

TABLE VIII-9
VACANCY RATES
1-1-90

<u>Jurisdiction</u>	<u>Total Housing Units</u>	<u>Percent Vacant</u>
Carlsbad	26,931	4.0%
Chula Vista	49,863	3.3%
Coronado	9,290	16.3%
Del Mar	2,665	10.1%
El Cajon	34,645	4.1%
Encinitas	21,370	3.6%

or allow to be used, rented or leased to another, for the purpose of human habitation, any "substandard building" as that term is defined in Health and Safety Code Section 17920.3. Any person violating the provisions of this section shall be guilty of a misdemeanor for each day such violation continues.

(Amended per GPA 93-03C)

No misdemeanor actions have been filed under this Ordinance; however, in the past five years, the City's Code Compliance Program has identified three substandard houses. One, which was occupied, was rehabilitated. Two, which were vacant, were demolished. Six illegally occupied garages were reported. Two were legalized and four were abated. Approximately 11 campers and camper trailers in yards and groves were abated. In all cases, tenants were given time to find alternate accommodations before

abatement took place. As reflected by the level of activity, Code Compliance does not have a significant adverse impact on the supply of affordable rental units. (Amended per GPA 93-03C)

The General Plan includes policies aimed at encouraging the maintenance of the City's existing housing stock and removal or rehabilitation of substandard units.

**TABLE VIII-10
STARTING JOB
CATEGORY SALARY**

Sales Clerk	\$8,840
General Office Clerk	10,400
Secretary	12,480
Payroll Clerk	12,480
Hospital Food Service Worker	13,395
Pharmacy Technician (US Govt)	15,171
Computer Specialist (US Govt)	16,973
Product Line Operator (mfg plt)	18,000
Hospital Maintenance mechanic	20,530
Air Traffic Controller	21,023
Librarian (with MLS)	21,600
Electronics Technician	22,980
Sheriff's Deputy	24,744
Social Worker (US Govt)	25,717
Speech Pathologist (US Govt)	25,717
PUSD Teacher	27,125
Hospital Registered Nurse	27,435
Financial Analyst	29,700
Medical Technician	29,620
State Univ. Assistant Professor	31,764

Source: Staff Survey

AVAILABILITY

Vacancy rates are often used to measure the balance between supply and demand in a housing market, although they are not the sole indicator of market conditions. The California Department of Finance estimates that Poway had a 3 percent vacancy factor on January 1, 1985 while the region as a whole had a 5.6 percent rate. While the 1990 census found slightly higher rates for both categories, the relationship was about the same with Poway at 3.5 percent and the region at 6.2 percent.

AFFORDABILITY

Housing costs in Southern California are quite high, which makes it difficult for low and moderate income families to afford an appropriate place to live. Examples of some jobs that have pay scales in the low or moderate income category are shown in Table VIII-10.

"For Sale" housing: At \$226,233, the average selling price in May 1990 for homes in Poway was 11 percent above the County-wide average and above the average housing prices for all of the surrounding jurisdictions. Using a rule of thumb that a household can afford to buy a home selling for three times its annual income would suggest that housing costing more than \$136,500 was not affordable to a four-person moderate income household in 1990. (Amended per GPA 93-03C)

**TABLE VIII-11
CITY OF POWAY
SINGLE-FAMILY RESIDENTIAL SALES: 1989-1990**

Number of Bedrooms	Number Sold	Home Price		
		Median	Average (Mean)	Range
2	46	\$135,000	\$143,420	\$69,000-\$250,000
3	408	\$166,000	\$201,837	\$50,000-\$675,000
4	590	\$297,990	\$305,224	\$100,000-\$1,250,000
5+	72	\$290,200	\$350,877	\$137,000-\$1,250,000
Totals	1,116	\$222,000	\$264,256	\$50,000-\$1,250,000

Number of Bedrooms	Square Footage		
	Median	Average (Mean)	Range
2	1,066	1,153	730-1,659
3	1,344	1,526	938-3,243
4	2,275	2,334	1,184-7,685
5+	2,764	2,768	1,152-6,088
Totals	1,847	2,019	730-7,685

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Reports for 4/89-3/90. Compiled by Cotton/Beland/Associates, Inc.

TABLE VIII-12

HOUSING SALES PRICES: POWAY AND SURROUNDING AREAS
MAY 1990

Jurisdiction	Zip Code(s)	Avg. Sales Price	Units Sold
Escondido	92025	\$203,752	102
	92026	\$179,895	44
	92027	\$151,012	63
Mira Mesa	92126	\$183,162	157
Poway	92064	\$226,233	84
Rancho Bernardo/Carmel Mountain Ranch (includes Sabre Springs)	92128	\$204,446	38
Rancho Penasquitos	92129	\$183,680	127
San Marcos	92069	\$196,467	52
Santee	92071	\$137,458	121
Scripps Ranch	92131	\$222,532	21
Vista	92083	\$196,975	124
San Diego County	All Zip Codes	\$201,184	3,345

Source: Southland Home Prices Los Angeles Times, 6/24/90 (TRW Real Estate Market Information Services)

**TABLE VIII-13
RENTAL & MOBILE HOME PARK AFFORDABILITY**

Number of Bedrooms	Number of Units Affordable to Very Low Income Households	Number of Units Affordable to Lower Income Households	Number of Units Affordable to Moderate Income Households
Studio	5	3	0
1	16	454	68
2	20	959	0
3	89	55	24
Mobile Home Parks		696	

Rents include utilities or utility allowance in all cases.

Mobile Home Parks assume a mortgage payment of \$242 per month.

Based on June 1992 HUD income information and February 1993 rent survey.

Between April 1989 and March 1990, 1,116 single-family homes were sold in Poway for prices ranging from \$50,000 to \$1,250,000.

In addition, 79 condominiums were sold in this period with prices between \$64,500 and \$180,000.

The telephone survey found that the median monthly mortgage payment in Poway is \$943. Approximately 8 percent of the owner occupied households have paid off their mortgages. Lower income

homeowners, however, have a median mortgage payment of \$254 per month and about one-quarter of them have paid off their mortgages. Seventy percent of these lower income homeowners are senior citizen households.

Forty-five percent of mobile home occupants have no outstanding mortgages on the coaches. The average payment for those who do is \$242.

Rental housing: In contrast to sale prices, rents in Poway are below those for the North County area in general. In January 1990 the average (mean) rent for an apartment in a building of 25 or more units in Poway was \$624, compared to the regional figure of \$656. Poway's rents were particularly lower than in immediately surrounding communities such as Rancho Bernardo, where the average was \$773, and Carmel Mountain Ranch, where it was \$732.

The majority of rentals advertised in Poway between January and May of 1990, however, were single-family homes rather than apartments. The range of single-family home rental prices varied from \$600 to \$1,950 per month. The median rent for a single-family home was \$1,000 per month.

CONSERVING AND IMPROVING EXISTING AFFORDABLE HOUSING

The conservation of existing affordable housing is a critical component of the City's housing strategy because the loss of existing affordable housing leads to an unending need for replacement housing. Maintenance and improvement of the housing stock is important for the health and welfare of individual residents and the community as a whole. Therefore, policies aimed at conserving and improving existing affordable housing are a high priority.

CONDOMINIUM CONVERSION REGULATIONS

As part of the 1983 Housing Element, the City adopted a program which prohibits

the conversion of apartments developed in the Residential Apartment zone from being converted to condominiums and requires that all new development in that zone be for rental only. This provision protects the status of the City's 2,275 rental apartments and resulted in the construction of 711 new rental units during the 1983-1991 period.

MOBILE HOME PARK ZONING

The City also maintains a zone [Mobile Home Park Zone (MHP)] in which mobile home parks are the only permitted land use. This precludes existing parks from being converted to other uses or vacant MHP land from being developed with uses other than mobile home parks.

During the early 1980s, the City learned that many mobile home park residents were facing "economic eviction" due to rapidly escalating space rents. The impact was particularly great because residents of mobile home parks have a substantial investment in their coaches and often find it difficult to recover that investment when forced to sell because of rising rents. In order to stabilize rents of existing parks, the City purchased the Poinsettia Family Mobile Home Park and the Poinsettia Senior Mobile Home Park in 1988 and the Poway Royal Mobile Estates in 1991. In order to prevent similar situations in the future, at the same time an ordinance was passed which requires that, except when the park is owned by the City, spaces and coaches must be owned by the same person.

MOBILE HOME PARK IMPROVEMENTS

All three of the parks which have been acquired by the City had serious problems with their on-site infrastructure. In 1989 the City added seven new fire hydrants and a looped water system to the Poinsettia Parks and major improvements to the electrical distribution system of the parks was completed in 1991. More minor improvements including a sound attenuation wall, landscaping, and a tot lot have also been completed since acquisition. A total of about \$1.5 million has been set aside for improvements to the Poinsettia Parks. Similar problems exist at Poway Royal Mobile Estates and a total of \$1.7 million has been earmarked for improvements there.

MOBILE HOME PARK AFFORDABILITY

Immediately prior to acquisition by the City, rents at the Poinsettia Parks had increased annually at rates of up to 17 percent. Upon acquisition, the City reduced all rents to the Section 8 Fair Market Rent level of \$300 per month from \$301 in the Senior Park and from \$316 in the Family Park. The residents were then given a five-year lease which provides for rent increases equal to the lesser of the San Diego Consumer Price Index or 5 percent.

An announced 16 percent increase was precluded at Poway Royal through terms of the City's purchase agreement. Rents were then frozen until December 31, 1991 while the possibility of resident ownership or management was studied.

At \$242 (the average mortgage payment for residents of the parks who have mortgages on their coaches) plus space

rent, the mobile home parks are affordable to even one-person, lower income households. (Amended per GPA 93-03C)

RESIDENTIAL REHABILITATION

Since Poway is not an "entitlement city" it participates in San Diego County's urban counties program which is administered by the County Department of Housing and Community Development.

From 1983-1990 the various programs have resulted in 16 single-family homes, 12 mobile homes, and 1 rental unit being rehabilitated. There are currently two mobile home and one single-family home projects under way and a waiting list consisting of four mobile homes and three single-family homes. The programs currently available to Poway residents include:

1. Residential Rehabilitation Program Provides rehabilitation loans directly from HCD to qualified target households who are owner-occupants of existing units which are in need of physical rehabilitation. As a Community Development Block Grant (CDBG) program, these are no-interest loans, with payment deferred until the owner-occupied unit is sold to a new party. Upon sale, the outstanding principal is paid through the escrow. This program is available to low and very low income households, only.
2. Interest Subsidy Program. Loans from private lending institutions to qualified target households are subsidized by County HCD to reduce loan rates and make the

- loans more affordable. The Housing Authority pays 7 percent of the current interest rate and the homeowner pays the balance. Loans can be used for residential rehabilitation, affordable home purchase, or other CDBG-qualified housing purpose. Loans of up to \$15,000 can be made.
3. Elderly\Handicapped Grant Program The Housing Authority provides outright grants of up to \$1,500 per household, to qualified elderly (one member of the household must be at least 62 years old) or handicapped households in owner-occupied dwellings. This program is currently limited to low and very-low income households. Grants are for housing rehabilitation purposes.
 4. Weatherization Program. The Housing Authority gives grants up to \$1,000 to homeowners or mobile home owners who live within the designated areas. Grants must be used for weatherization (roof repair, window/door seals, etc.). This program is limited to low and very-low income households.
 5. Mobile Home Deferred Loans. The Housing Authority gives loans up to \$5,000 for the repair of mobile homes whose owners earn 50 percent or less of the median income. There is no interest on the loan. The total borrowed must be repaid when the mobile home is sold or title changes.
 6. Mobile Home Occupant Assistance Program. HCD provides deferred-payment loans, average \$19,000 each, to qualified households who are tenants in existing rental mobile home parks. Loans are used to allow the households to buy mobile home or trailer units in mobile home parks and the spaces on which the units sit. This program is applied in conjunction with the conversion of a space-rental mobile home park to a resident owned park.
 7. Section 8 Moderate Income Housing Rehabilitation. This program is targeted to help very low income households where moderate amounts of structural rehabilitation are needed. It does not deal with moderate rent or income levels. Rehabilitation of substandard rental units is encouraged by guaranteeing Section 8 rent payments to owners who rehabilitate units and then rent them to qualifying households.
 8. Section 17 Rental Rehabilitation Program. This program encourages the rehabilitation of existing rental dwelling units. County HCD will provide zero interest deferred loans. The maximum loan amount per unit is 50% of the cost of rehabilitation or no more than \$5,000 per studio unit, \$6,500 for a one bedroom, \$7,500 for a two bedroom unit and \$8,500 for a three bedroom or larger unit. The loan will be forgiven after ten years provided

TABLE VIII-14
 "FAIR SHARE" HOUSING NEEDS
 PERFORMANCE BY JURISDICTION
 1985-1990

Jurisdiction	Housing Needed To Meet Five-Year Goal 1985-1990	Percent Goal Met 1985-1990
Carlsbad	567	56.6
Chula Vista	740	204.2
Coronado	150	34.0
Del Mar	50	6.0
El Cajon	542	119.4
Encinitas	368	7.9
Escondido	565	198.1
Imperial Beach	114	119.3
La Mesa	379	43.5
Lemon Grove	163	93.9
National City	235	86.8
Oceanside	693	112.1
Poway	330	88.2
San Diego	7,601	85.9
San Marcos	225	41.3
Santee	391	19.9
Solana Beach	98	53.1
Vista	280	164.6
Unincorporated	3,122	44.6
REGION TOTAL	16,613	84.4%

owners comply with program requirements.

ASSISTED RENTAL UNITS AT RISK OF CONVERSION

In compliance with Section 65583 (a)(8) of the California Government Code, each City must account for all multi-family rental units which are assisted under any number of Federal Department of Housing and Urban Development (HUD), state, local, and/or other programs, and which are:

- Eligible to change to non-low-income housing uses due to termination of subsidy; and
- Eligible within the ten year period following the statutory adoption "due-date" of the Housing Element Amendment.

Poway has only one federally assisted housing project which would be at risk of being converted to market-rate units through pre-payments of the mortgage obligation. This is the 60-unit Poway Villas project, located at 13001 Bowron Road, which was developed in 1973 under the Section 236 and 221(d)(3) federal subsidized housing loan program, and was guaranteed to remain as an assisted project for a minimum 20-year period. The project contains 16 one-bedroom, 20 two-bedroom, and 24 three-bedroom units. There are 44 families and 16 senior households within the complex. The complex is assisted by two HUD Section 8 LMSA (Loan Management Set-Aside) contracts, one covering 47 units, and the other 12 units. The project is adequately maintained.

Through a search of City records and contact with the local office of the Department of Housing and Urban Development, staff has determined that there are no other projects assisted by any federal, state, redevelopment, bond, in-lieu fee, or density bonus program. (Amended per GPA 93-03C)

Cost Analysis (Section 65583(a)(8)(B))

According to Section 65583(a)(8)(B) of the Government Code, the cost of producing new rental housing comparable in size and rent levels to replace the units which could convert and the cost of preserving all of the developments at risk of converting, must be included in the Housing Element amendment. Assuming sixteen 750 square foot one-bedroom units, twenty 900 square foot two-bedroom units, twenty-four 1,100 square foot three-bedroom units at \$65 per square foot of construction cost, it would cost \$3,666,000 plus land and site improvement costs to replace Poway Villas with new construction. Based on other comparable projects in the North County area, Poway Villas is estimated to have a market value of \$4,000,000 to \$5,000,000, absent any restrictions upon the income of the tenants. From this it can be concluded that it would be preferable to ensure the project's preservation as affordable housing. (Amended per GPA 93-03C)

Risk of Conversion

Poway Villas was completed on May 24, 1973. As of February 4, 1993, the owners of Poway Villas had not requested permission to opt-out of their HUD financing. Under the former HUD regulations, Title 2, they were not eligible to apply to pre-pay the assisted mortgage

until May 24, 1993. Title 2 expired in January of 1991 and its authority has been replaced by Title 6. Title 6 rules require that for an owner to opt-out of the program and sell the property outright, they must first demonstrate to HUD that there are sufficient affordable housing opportunities within the same community in which the tenants now reside. It is unlikely that the owners would be able to demonstrate this. In addition, the property must first be offered for six months to tenants, community-based housing groups, non-profits, and the City of Poway. Then for an additional six to nine months it must be offered to non-community based groups and/or public housing agencies. During this period a package of incentives would be offered to the owners by HUD as well as a requirement to establish a proper relocation program to aid existing tenants should that be necessary. As a consequence, very few projects have opted-out of the HUD financing nationwide. It is typical for HUD and the project owner to renegotiate the terms of their agreement. The San Diego HUD office representatives are confident that Poway Villas is in no danger of being removed from the affordable housing stock in Poway within the foreseeable future.

Poway City staff is monitoring the project so that steps can be taken to keep the project affordable should the loan be prepaid notwithstanding the conclusions reached by HUD. In January 1990, the City of Poway hired a Housing Program Coordinator to oversee its housing. The City, thus has the legal and managerial capacity to manage Poway Villas should acquisition become necessary to its preservation as affordable housing. In addition, there are 12 non-profit housing

corporations in the area who are capable and interested in acquiring such projects. These entities are listed in Appendix A of the Housing Element.

The Redevelopment Advisory Committee identified the retention of Poway Villas as affordable housing as a high priority for the expenditure of redevelopment low and moderate income housing funds in their April 11, 1991 report to the City Council.

Community Development Block Grants (CDBG) could also be used as partial source of funding to assist in the preservation of Poway Villas. The County Department of Housing and Community Development acts as Housing Authority for the City of Poway. The City has no access to HCD's administrative funds.

Additional potential funding sources are:

- Federal funds under the Low Income Housing Preservation and Resident Homeownership Act of 1990
- Tax-Exempt Mortgage Revenue Bonds
- Private lending institutions fulfilling their obligation for expenditure of community reinvestment funds
- The Poway Redevelopment Agency low and moderate income housing fund, or some form of loan agreement/arrangement pledging the future receipt of low and moderate income housing funds as additional collateral for the financing. (Amended per GPA 93-03C)

ASSISTANCE TO LOW AND MODERATE INCOME HOUSEHOLDS

FAIR SHARE

In addition to identifying each locality's regional housing growth needs, SANDAG also allocates each jurisdiction's "fair share" housing requirements. Unlike regional share, which deals with the number of new housing units that must be constructed, fair share identifies the number of lower income households that the Regional Housing Needs Assessment determines that each jurisdiction should assist in order to meet its "fair share" of the total existing and projected lower income households throughout the region that need assistance. Fair share requirements are identified by the regional housing allocation formula which was first adopted by SANDAG in 1979 and updated in 1984. The "fair share" distribution seeks to avoid further concentration of lower income households in those jurisdictions which already have a

relatively high proportion of them. The 1990 Regional Housing Needs Statement determined that Poway's "fair share" of lower income households in the region would be 4,518.

SANDAG establishes a good faith effort target for each locality which represents 12.5 percent of the identified "fair share" and is considered to be realistically achievable over a five year period. The five year "good faith effort" goal for Poway is thus to provide ongoing housing assistance to a minimum of 565 households during the 1991-1996 period. Table VIII-13 shows fair share housing needs performance for the region during the period 1985-1990.

Unlike regional share goals, fair share goals do not necessarily have to entail new construction. Some of the ways "fair share" can be addressed using existing housing stock are outlined below.

TABLE VIII-15

Income Group	HCD Minimum Density Criterion	Poway's Regional Share Requirement
Very Low	25 du/acre	497 units
Low	18 du/acre	368 units
Moderate	8 du/acre	454 units
Above Mod.	No Minimum	844 units

SECTION 8 EXISTING HOUSING PAYMENTS PROGRAM

This program applies to very low income households only. Qualifying households receive certificates, denoting their participation in the program. These households find their own housing in the private housing market; landlords must be willing to enter into a contract with the Housing Authority which limits total rent for the unit to a "fair market rent" level established by HUD for this region. The household pays no more than 30 percent of its income for rent and other housing related costs such as utilities; HUD pays the landlord the difference between what the household pays and the "fair market rent". Currently 23 households receive assistance under this program in Poway.

HOUSING VOUCHER PROGRAM

This program also applies to very low income households only. It is almost exactly like the certificate program described above except that rents charged by landlords may exceed the "fair market" rate. Participating households pay 30 percent of their income for housing, plus any increment of rent above the HUD "fair market" level. In 1991, 16 households were receiving assistance under this program in Poway. (Amended per GPA 93-03C)

MOBILE HOME RENTAL ASSISTANCE PROGRAM

When the City acquired the Poway Royal Mobile Estates it established a \$35,000 rental assistance program there for 1991 as an interim measure while the ultimate status of the park is being determined.

In addition, the San Diego County Housing Authority has a Mobile Home Rental Assistance Program that is directed at very low income seniors who own and reside in mobile homes. It provides rental assistance in the form of a \$75 per month low-interest loan secured by the mobile home and deferred until the mobile home is sold or the title transferred.

HOME SHARING

Home sharing programs are aimed at helping senior citizens to be able to live independently longer and to reduce their housing costs through roommate matching. They sometimes pair seniors with seniors and sometimes pair seniors with younger people. In the later case, the younger roommate sometimes receives reduced rent in exchange for providing housekeeping or gardening services which the older partner is no longer able to do alone.

The Poway Valley Senior Citizens Association has operated a service aimed at locating roommates for its members for some time. In 1991 they approached the City for assistance in expanding the service and on June 25, 1991 the City Council entered into a contract with Lifeline Community Services of North County for expanded service.

EMERGENCY HOUSING

In 1988 the Poway Municipal Code was amended to allow temporary shelters for homeless persons by qualified churches to facilitate a program of rotating shelters which was established by the North County Interfaith Council of Churches. This agency recently received a \$1.78 million dollar grant to provide transitional housing in the North San Diego County

area. There are 24 churches in Poway with facilities appropriate for this purpose. The City's Housing Coordinator will work with North County Interfaith Council and local churches to encourage and facilitate continued participation in the temporary shelter program. Nothing in the Zoning Development Code would preclude construction of a full-time shelter. If a full-time shelter is proposed, the most appropriate location would be in a commercially zoned area. (Amended per GPA 93-03C)

TRANSITIONAL HOUSING FOR FAMILIES

Transitional housing for families provides temporary shelter for longer periods than is provided under emergency housing. As the name implies, it is designed to help homeless families transition into permanent housing. Many homeless families are in need of additional help in areas such as employment, transportation, child care and social services.

The City intends to work with local churches and/or non-profit organizations to secure existing dwelling units for use as transitional housing. As it is currently being discussed, participating organizations would join together to pay the rent on existing housing which would be available for use as transitional housing for families. The organizations would also assist the families in obtaining additional help with underlying economic and sociological programs as needed.

REGIONAL SHARE REQUIREMENT

One of the major components of Housing Element law is the requirement for jurisdictions to provide for their share of regional housing growth needs during the five year period of the Housing Element.

Based on data provided by the Department of Finance, in consultation with each council of governments (SANDAG is the council of governments for San Diego County), the Department of Housing and Community Development determines each region's share of statewide housing needs. The council of governments then distributes total regional growth need among its member jurisdictions. SANDAG produced a housing needs statement for the San Diego Region in July 1990 which showed Poway's regional share of new housing for the 1991-1996 period as described in Table VIII-15.

Regional housing needs are divided into income groups according to the "standard" categories as described on Page HOUSING-6. In April 1991, HUD reported that the median family income for San Diego County was \$41,300. Based on this, very low family incomes are those below \$20,650 per year, low are those below \$33,040 and moderate are those below \$49,560.

RESIDENTIAL LAND INVENTORY

Although Poway is approaching buildout, it has enough vacant land to accommodate its total regional housing share for the 1991-96 period. Most of it, however, is zoned for densities that do not qualify for the very-low, low, and moderate portion of the total under HCD standards.

The following methods will be used to accommodate the required growth.

Affordable Housing Overlay

In order to provide adequate sites for affordable housing development and to ensure that any increased densities allowed will be used for the provision of affordable housing, an Affordable Housing (AH) overlay is established in the Land Use Element of this General Plan.

The Affordable Housing overlay will require a specific plan to be prepared for each property with the AH designation. The specific plans, which will be prepared by City staff, will provide that the property may be developed at market rate according to the underlying zoning, or may be developed at specified residential densities (up to 25 du per acre) as long as the project is made affordable to designated target income groups. In addition, some sites may be designated for senior housing in order to meet the need for affordable senior housing described in the Affordable Housing Needs Assessment.

Increasing density in and of itself does not ensure affordability. It is of great concern to the City that housing provided under these programs not only be *potentially* affordable but that it be *actually* affordable.

TABLE VIII-16

UNDEVELOPED LAND CURRENTLY ZONED FOR RESIDENTIAL USE AVAILABLE FOR DEVELOPMENT

Zone	Units/ Acre	Potential ¹ Existing Acres Units
MHP	8	+20 1600
RA	12-20	5 1000
RC	7-12	24 2862
RS-7	8	28 2243
RS-4	4	19 1930
RS-3	3	16 400
RS-2	2	44 880
RS-1	1	18 180
RR-C	1-25	1086 5430
RR-B	.5-.125	423 1050
RR-A	.25-.03	7250 12000

UNDEVELOPED AND UNDERDEVELOPED COMMERCIALLY ZONED PROPERTY²

Zone	Undeveloped	Underdeveloped
CN	0 acres	.54 acres
CO	17 acres	1.91 acres
CC	25 acres	.96 acres
CG	19 acres	24.74 acres

All land in the RS-1, RS-2, RS-3, RS-4, RS-7, RC, RA, MHP, CN, CO, CC, & CG categories is served by necessary infrastructure and public services.

¹"Potential" means without AH Overlay

²Which could be (re)developed with mixed use development or under the AH Overlay

Housing which is developed without income restrictions may have sales prices or rents which are not affordable to low and moderate income households regardless of the density at which they are constructed. In order to ensure both the initial and continued affordability of housing constructed under the Affordable Housing Overlay, deed restrictions will be required which guarantee that resale prices or rents will not exceed affordable levels and that future residents will have appropriate incomes to correspond with the price or rent restrictions.

It is the goal of the City to maximize the percentage of units in an AH project that can reasonably be constructed as affordable units. Accordingly, the specific plan for an AH project may provide that some of all of the units permitted by the underlying density shall also be and remain affordable. Each Affordable Housing Specific Plan shall require that all "bonus" units be and remain affordable.

The Affordable Housing Overlay is designed to function much like a density bonus except that the increased density allowed would not be determined by a fixed percentage but rather would be determined on a site-specific basis under the specific plan process. Additional densities allowed will exceed the traditional 25 percent, in many cases by a great deal. As with other density bonus programs, the intention is to preclude land costs from increasing due to density increases thereby detracting from the potential affordability of the project. Nevertheless, it is recognized that financial assistance may be required in order to ensure that projects proposed are affordable to target income groups. All

possible means of assistance (including use of "set-aside" funds, assistance with tax-exempt financing, coordination of community reinvestment funds, etc.) will be utilized to enable projects to be developed under the Affordable Housing Overlay.

The Council appointed a Redevelopment and Housing Advisory Committee whose task was to: (1) recommend criteria for selecting Affordable Housing overlay sites; (2) recommend adequate AH sites to meet the regional share requirement; and, (3) advise on other programs to meet the City's housing requirement. The committee considered possible criteria for selection of sites for the AH Overlay and made its recommendation to City Council on October 22, 1991. A list of potential sites was forwarded to the committee for their consideration (see Appendix C of the Housing Element).

Substantial interest has been expressed by the development community in developing affordable projects under the AH Overlay. Seven property owners, controlling a total of 104 acres of property, have expressed strong interest in developing their property with an AH Overlay. In addition, two non-profit housing entities have indicated interest in acquiring an AH site for development. Pro-formas for two of the projects indicate no need for financial assistance; others indicate a need for limited assistance.

Mixed Use

Another technique for increasing the affordability of housing is to allow residential units in addition to full commercial development on property

zoned in whole or in part for commercial development. This combination can work very well because it makes commercial services more easily accessible to the residents and provides a core of customers for the businesses. It can be particularly appropriate for affordable housing because the densities associated with this housing are more compatible with commercial areas than with many other land uses. In addition, it can reduce the residents' reliance on automobiles which can reduce living costs.

Housing and commercial uses can be integrated in various ways. One straightforward way is to have apartments or condominiums above retail uses. On large sites, housing can be located in separate buildings on interior areas of the site or on portions facing smaller streets rather than main arterials.

While mixed use can be very successful, it must be carefully designed and it is not appropriate to every site. Therefore, it is desirable to have careful review of such projects such as through a conditional use permit process.

There are 43.4 acres of undeveloped, or underdeveloped, commercially zoned property in Poway could be used for mixed use development. Mixed use development would be especially encouraged on the 7.6 acres of Commercial General property in the Old Poway area. In addition, the Poway Road Specific Plan Advisory Committee has identified a 35.8 acre area of Commercial General property where mixed use will be proposed under the Specific Plan. (Amended per GPA 93-03C)

The Commercial General zone does not have a Floor Area Ratio requirement but lot coverage is limited to 30 percent and buildings may not exceed two stories in height. Shared parking agreements can be used to reduce parking requirements. It is anticipated that residential densities would be 20 to 25 units per acre on portions of the development that are devoted exclusively to residential use. (Amended per GPA 93-03C)

All existing commercially zoned property is served by necessary and adequate public facilities and services.

Inclusionary Zoning

Another means of providing new housing at affordable prices is to require that all new projects provide a percentage of their units for very-low, low and moderate income households. The City has adopted an inclusionary housing ordinance requiring that 15 percent of all units constructed be affordable to very-low and lower income households. Because much of development which remains to be built in Poway will be individual custom homes or small projects where it will be difficult or impossible to provide the affordable housing on-site and to provide for requirements involving fractional units, an "in-lieu" fee provision is being prepared. These fees will be used to "buy down" above-moderate rate housing to make it available to very-low and lower income households. (Amended per GPA 93-03C)

Necessary public facilities and services must be provided with new inclusionary projects to the extent not presently existing.

Military Housing

In 1981 the U. S. Navy purchased an apartment project that was under construction on Hilleary Place and has operated it since completion as affordable housing for Navy enlisted personnel and their families. Recently, the Navy has expressed interest again in constructing or acquiring housing in Poway. Recognizing that the federal government is a superior authority which does not need local jurisdiction approval, and which is not subject to the provisions of Proposition FF, the City understands that it has no direct authority over the existence or location of military housing. If the military should select a site which meets the following criteria and meets Poway design criteria, the City will not oppose, and will cooperate with, the construction of military housing in the City.

Minimum site size (net acres)	1.5
Maximum site size (net acres)	8.0
Slope (average for site)	<15%
Proximity to transit	
Optimal	≤.25 mile
Maximum	.5 mile
Proximity to convenience or grocery shopping	1.5 mile
Utilities	adjacent
Compatible with neighborhood	

"Compatible" is defined as the characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. Elements affecting compatibility with surrounding uses include: intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; and such environmental effects as noise, vibration, glare, air pollution, etc.

Mixed use and/or transit oriented development, and affordable housing in commercial zones, may be compatible despite dissimilar adjacent uses.

As part of the review of potential Affordable Housing Overlay (AH) sites, 41 properties totaling about 125 acres, were identified including one 14.27 acre parcel in which the Navy has expressed interest. (Amended per GPA 93-03C)

Single Room Occupancy Hotel

Single room occupancy hotels (SROs) are among the most traditional private housing for single and elderly low-income people. This type of housing becomes a permanent home for some residents but can serve as transitional housing for others.

An SRO room is usually small (between 80 and 250 square feet). It typically has a sink and closet but may share a bathroom, shower, and kitchen with other rooms. In Poway, it is expected that the units would resemble small studio apartments with private baths and essential cooking facilities. More extensive kitchen facilities would be located in conjunction with common recreation facilities. Some units designed for families might also be included.

The Redevelopment and Housing Advisory Committee will consider whether construction of an SRO would be an appropriate way to address the needs of very-low income persons in Poway and make recommendations to the Council on this issue.

Necessary public facilities and services must be provided with new SRO projects to the extent not presently existing.

Agricultural/Landscaping Employee Housing

The Migrant Housing Committee has recommended that new businesses which employ more than five individuals in agricultural or landscaping jobs be required to provide housing for them, either on- or off-site, or pay an in-lieu fee to allow the City to provide the housing. Existing businesses would be allowed to provide such housing if they chose.

The City Attorney has determined that dormitory-style housing would be allowed as an accessory to a permitted, or conditionally permitted, use regardless of zone. Dormitory-style housing could provide individual bedrooms and bathrooms but would have a common kitchen and lounge area. There are currently at least two existing businesses in Poway who would qualify under this provision. The StoneRidge Country Club and a major avocado grower both employ more than five persons in such jobs. Under the proposed amendment, they would be allowed to provide on-site dormitory housing if they choose.

An ordinance will be prepared to require a conditional use permit for agricultural/landscaping employee housing and to establish standards including: on-site housing would only be permitted on parcels of ten acres or more; the location of the dormitory relative to the closest residential property line should be no less than 200 feet; the permitted number of beds should not exceed the number of

employees on the site nor accommodate a number of workers in excess of one worker per four acres; no one other than workers employed on the site and their immediately families may be allowed to stay in the dormitory.

The Old Coach Golf Estates project includes a 27-hole golf course and club house. The project has received all approvals except for development review. The proposed changes would require this project to provide housing for its landscape maintenance employees.

CONSTRAINTS TO THE DEVELOPMENT OF HOUSING

Government Code Section 65583(a)(4) requires that the Housing Element analyze potential and actual governmental and non-governmental constraints to the development of housing for all income levels. In addition, environmental factors can constrain affordable housing development. These factors are discussed below and, to the extent possible, tactics to overcome these limitations have been included in the Goals, Policies and Strategies of the General Plan.

GOVERNMENTAL CONSTRAINTS

The intent of local government regulation is to protect public health and safety and ensure a decent quality of life for the community; however, such regulations may add to the cost of new housing. The General Plan of Poway supports the community's desire to retain the rural character of the City. The basic land use philosophy of the City is that the majority

of future development in the City should be rural residential development.

State law requires that the Housing Element address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, or development of housing. The following analyzes the potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.

In order to facilitate the construction of "for sale" housing for moderate income families, the City has amended its development standards for the Residential Single Family 7 (RS-7) zone to increase the number of units allowed per acre, decrease the minimum lot size, and reduce set-back requirements. (Amended per GPA 93-03C)

Land Use Controls, Density

The Land Use Element of the General Plan provides for a variety of residential densities dispersed throughout the City. Much of Poway can be characterized as residential and rural residential. Most of the remaining vacant land contains serious environmental constraints including steep topography and valuable biological resources, as described in the Land Use and Natural Resources Elements.

As a result of the desire to retain a rural character and the need to comply with environmental regulations, a majority of

the City has been designated as open space and for rural residential use at densities of one unit per acre or less which is not generally compatible with the development of affordable housing.

The City will attempt to compensate for this limitation by identifying adequate in-fill sites to accommodate affordable housing projects and by establishing the affordable housing overlay.

Proposition FF

In November 1988, the voters of Poway adopted an initiative which requires a vote of the people before lands in the rural residential, open space and planned community categories can be redesignated to a more dense category or before any changes can be made to slope, or other, criteria which would result in greater density being allowed. This affects the City Council's ability to rezone land to densities that are compatible with the development of affordable housing or to attach the AH overlay to parcels in these categories.

In the preliminary review of sites for consideration for the AH overlay, however, staff has identified over 100 acres of potential affordable housing sites which are not affected by Proposition FF. Superior governmental authority including the U.S. Navy, is not subject to Proposition FF. Finally, Proposition FF constraints can be overridden by voter approval. For all of these reasons, it is concluded that Proposition FF does not represent a significant constraint to the development of affordable housing. (Amended per GPA 93-03C)

Method of Calculating Density

Other policies within the Land Use Element that may be perceived as a potential constraint to affordable housing development include the method of calculating density which requires that certain constrained lands be excluded from net lot area. The net lot area is then utilized to calculate the project density. No credit is given for areas with slopes over for 45 percent and for areas which fall in the 100-year floodway.

These policies are designed to protect environmentally sensitive lands and these limits are anticipated in the projected development potential of the City.

Nearly all of the lands so constrained are within the rural residential and open space categories. The discussions in the two sections above apply. It is determined that this does not represent a significant constraint to the development of affordable housing.

Prohibition of Attached Units

All zones, except the Residential Apartment (RA) and Residential Condominium (RC), prohibit attached units. The intent of this regulation is to maintain the single family residential character of the community. Attached units, zero lot line development, etc., will be allowed, where appropriate, under the terms of specific plans adopted under the AH Overlay. As a result, the prohibition of attached units in the City does not represent a significant constraint to the development of affordable housing.

Height Restrictions

The General Plan limits construction to two stories and 35 feet. Construction costs for second and third stories are approximately 75 percent of the cost of construction for the ground floor. Therefore, building the same amount of housing in two-story configuration is somewhat more expensive than in three-story configuration. Allowing four or more stories is not cost effective because elevators must be provided and more expensive construction techniques are required.

It is Poway's desire to retain a rural character and the community finds that allowing construction in excess of two stories would not be compatible with this character; therefore, the two-story limitation has not been removed.

Parking Requirements

The Zoning Ordinance for parking for multi-family housing are as follows:

RC - 1.75 spaces (1 garage)/one bedroom unit; 2.75 spaces (2 garage spaces)/two bedroom unit; 3.00 spaces (2 garage spaces)/three bedroom unit.

RA - 1.5 spaces (1 carport)/one bedroom unit; 2.25 spaces (1 carport)/two bedroom unit; 2.75 spaces (1 carport)/three bedroom unit.

These standards will be reviewed during the early phases of the upcoming Zoning Ordinance review for their appropriateness for affordable housing projects, particularly apartments and single room occupancy hotels.

Code Enforcement

The City of Poway's construction codes are based on the generally accepted uniform codes. An additional requirement is that buildings near areas prone to wildland fires be constructed with Class A roofing materials. They are considered to be the minimum necessary to protect the public's health, safety and welfare and are not considered to be an unnecessary constraint to affordable housing development.

The City's Code Compliance section is responsible for enforcement of a substandard housing ordinance (as is described on page 11 of this Element) which is aimed at ensuring that housing in the City is safe and sanitary. The standard used is that provided by the State Health and Safety Code and is not a constraint to the development of affordable housing. (Amended per GPA 93-03C)

Fees and Assessments

Various fees and assessments are charged by the City, and other governmental agencies, to cover the costs of processing permits and providing services and facilities, such as utilities, schools, parks and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of a project's impact or on the extent of the benefit which will be derived.

A survey was conducted by the Construction Industry Federation (CIF) for the San Diego region comparing the total fees due when building a prototype house in January 1991. The results of this

survey, shown in Table VIII-17, reveal that Poway's fees are third highest in the area.

Although the fees do not represent more than cost recovery for services provided (and in some cases represent less than cost recovery), these fees can contribute to the cost of housing and may constrain the development of lower priced units. City fees should be reviewed to determine if waiver or subsidy by the City may be beneficial for the provision of affordable housing. A fee reimbursement program for very-low, low, and moderate income housing could be financed by the Redevelopment Agency's Low and Moderate Income Housing Fund.

Improvements

All of the vacant sites currently zoned at densities conducive to the development of affordable housing, and all of the sites identified as potential sites for the AH overlay, are within the part of the City where basic utility systems are in place. Many of the sites, however, will require improvements such as curbs, gutters, sidewalks, street widening, utility undergrounding, and connection to utility systems.

Although these improvements can contribute to the cost of housing, they provide infrastructure vital to the safe operation of the City. It is not recommended that these improvement requirements be eliminated; however, some of the housing programs outlined in this element provide for such infrastructure costs to be subsidized or underwritten for affordable housing projects. These costs could be financed by the Low and Moderate Income Housing Fund.

TABLE VIII-17

**TOTAL FEE COSTS TO BUILD
A PROTOTYPE HOME
JANUARY 1991**

Escondido	\$21,507
San Marcos	19,131
Poway	16,740
San Diego City	15,755
Carlsbad	15,742
Solana Beach	14,590
Encinitas	14,527
Chula Vista	14,193
Santee	12,397
Oceanside	12,012
Vista	10,791
San Diego County	9,279
Imperial Beach	8,567
Lemon Grove	8,459
Del Mar	8,222
La Mesa	7,733
El Cajon	7,645
National City	6,443
Coronado	5,908

CIF PROTOTYPE HOME: Three bedroom two bath, single-family detached home. 1,800 square feet living area. 400 square feet garage and 240 square feet patio. Approximately \$139,000 valuation (calculated by each jurisdiction). Type V wood frame construction. 100A single phase electrical. 100,000 Btu FAU gas service, and a common set of fixtures.

Source: 1990/91 Construction Industry Federation Regional Development Fee Survey

Processing and Permit Procedures

The evaluation and review process required by the City can contribute incrementally to the cost of housing in that holding costs incurred by developers during the process can be ultimately reflected in the unit selling price. In Poway the time required for the review averages three to four months which is comparable with most other Southern California cities. The City has taken steps to ensure that processing time does not become a constraint by adopting an ordinance requiring that complete applications be acted on within 60 days or they are deemed approved.

Because of the desire to ensure that affordable projects provide the same high quality living environment as other housing in Poway and that these projects blend successfully into the neighborhoods in which they are constructed, it is not recommended that the review period be artificially shortened.

MARKET CONSTRAINTS

High construction, labor, and land costs and market financing constraints all contribute to increased housing prices and, hence, a decrease in the availability of affordable housing.

Construction Costs

Construction costs, including building materials, represent about 35 percent of the cost of a new home in the San Diego region according to a recent survey by the Construction Industry Federation. Construction cost for a wood frame, single-family house of average to good

TABLE VIII-18

**TYPICAL BREAKDOWN OF COST COMPONENTS FOR A NEW
SINGLE-FAMILY DETACHED HOUSE OF AVERAGE SIZE AND PRICE
SAN DIEGO REGION 1990**

Land, 1/4 acre finished lot	35%	\$90,000
Construction	35%	\$90,000
Fees & Charges	10%	\$25,000
Soft costs-overhead, financing, marketing	15%	\$40,000
Profit	5%	\$13,000
TOTAL	100%	\$258,000

Source: *Construction Industry Federation (CIF)*

quality ranges from \$45 to \$60 per square foot. A wood frame, multi-family structure costs around \$42 per square foot, excluding parking.

A reduction in per-unit square footage, amenities and quality of building materials could result in lower costs. In addition, pre-fabricated or factory built housing could provide for lower priced housing by reducing construction and labor costs.

While it may be appropriate to reduce the per-unit square footage of affordable housing, the desire to ensure a quality product will limit the savings that can be achieved due to reduction in amenities and quality of building materials.

Land

Land costs (including raw land cost and site improvements) represent about 35 percent of the final sales price of a new home in the San Diego region according

to the Construction Industry Federation survey. Higher density zoning could reduce the cost of land per dwelling unit; however, land zoned for higher densities commands a higher market price, which eliminates much of the potential savings. The Affordable Housing overlay program is aimed at restricting this market price increase while allowing increased density for affordable housing projects.

Financing

While interest rates have fallen more than 10 percent from their near 20 percent high in the early 1980s, they still have a substantial impact on housing costs, which is felt by renters, purchasers, and developers.

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs

and other subsidies to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage down payment requirements.

INFRASTRUCTURE CONSTRAINTS

Adequate infrastructure and public services are necessary to accommodate future residential development. The deficiencies that presently exist, as well as those in the future, are primarily the result of recent growth and development pressures, although increased consumption by existing customers is also a factor. Further discussion related to infrastructure constraints are included in the Public Facilities, Transportation and Resources elements.

Water

The recent severe drought has underlined the fact that Southern California is a semi-desert region. Water availability constraints extend past the capacity of water treatment, transmission, and storage facilities to the limited availability of the commodity itself. In order to provide for the basic needs of current and future residents, conservation measures must be imposed to ensure the wise use of this precious resource. In addition, capital improvement projects may be necessary to expand the system in order to accommodate increased demand. Goals, policies and strategies addressing conservation, conservation off-set requirements and increased capacity are included in various sections of the General Plan.

In response to the fifth year of drought, the City of Poway formed a task force to deal with drought-related issues. The Drought Assistance Response Team (DART) utilized eight existing City employees to staff and operate a 2,400 square foot storefront office which was open five days a week. In December 1991 the program was down-sized to four staff members. (Amended per GPA 93-03C)

The focus of the DART staff was to direct the City's effort at reducing water consumption by 20 percent from the 1989 base year. To achieve this goal, the team concentrated on four distinct areas:

1. Public Education;
2. Residential Landscape and Water Audits;
3. Code Compliance; and
4. Toilet and Showerhead Retrofit and Rebate Programs.

The public education staff provides water conservation information and training to residents, students, business owners and operators and service organizations throughout the City. The DART Speaker's Bureau has spoken with over 5,000 students toward a goal of talking with every student in the Poway Unified School District. Weekend seminars on drip irrigation and landscaping and information booths at street fairs, local home improvement centers and community day events make the program accessible after normal working hours. (Amended per GPA 93-03C)

As an extension of the public education program, the City Council directed the DART to install informative signs at five entry points to the City that would inform

residents of the status of weekly and monthly conservation status. The sign fields were updated weekly to keep water conservation information current.

The Landscape and Water Audit Program offers residents an opportunity to have a team of certified landscape irrigation auditors visit their property to assist with landscape watering practices. Upon request by residents, staff will analyze a homeowner's irrigation system, irrigation scheduling, plant selection and evapotranspiration and soil moisture level. A full report of findings and recommendations is sent to the homeowner after completion of the audit. Five hundred and forty residential audits were performed by the DART field specialists. (Amended per GPA 93-03C)

The City of Poway passed Ordinance 336 which contained restrictions on the use of potable water supplied by the San Diego County Water Authority on April 30, 1991. The DART Code Enforcement Officer educates the public on activities which violate this ordinance and rides a bicycle in the neighborhoods in conjunction with the Community Service Officer (CSO) from the Sheriff's Department. One hundred warnings were issued, but very few fines for repeat violations were levied because of the educational efforts of the Code Enforcement Officer.

The Retrofit and Rebate Program focuses on the marketing and distribution of low flow showerheads and ultra-low flush toilets. Approximately 2,500 free low flow showerheads have been installed in multi-family and mobile home units, and an additional 7,000 in single family homes. The City's Ultra-Low Flush Toilet (ULFT)

Rebate Program has placed the largest percentage of toilets per capita in the County of San Diego. The 18 month old program has been successful in replacing 6,100 existing five to seven gallon per flush toilets with 1.6 gallon per flush ULFT's. The three year program goal is to retrofit nearly 4,500 households in the City. (Amended per GPA 93-03C)

The ULFT and showerhead programs represent significant advances for water savings as well as reducing wastewater volumes of the City's constrained sewer system.

The City has implemented a water resource development fee which is a comprehensive charge addressing a full cost of alternative water supplies, including new imported water, reclaimed water, and ground water development. The charge is a connection fee which relates to the development of new water resources proportionate to the demand applied to the system by the new connection. The future development is assessed a charge on projected usage based on meter size. The intent of the charge is to reflect the true cost of new water supplies necessary to serve the future population demanding the water resources.

The City of Poway concluded the 20 month pilot program of the Drought Assistance Response Team on December 18, 1992. Existing water conservation activities have transitioned to Customer Services and Public Services. The public education and audit programs will be continued in accordance with the best management practices and the urban water management plan for the City. (Amended per GPA 93-03C)

Poway recognizes that it is a significant regional water consumer and acknowledges and supports regional efforts to secure a reliable future water supply and sustained conservation efforts. Cooperation and active participation with the County Water Authority can encourage better relations between jurisdictions and help ensure an adequate future supply of water for the region's needs.

Wastewater Treatment

Another major infrastructure constraint to development is limited wastewater treatment capacity. Poway is currently pursuing the construction of a water reclamation plant to meet the City's wastewater treatment needs and to provide reclaimed water for use in the irrigation of large landscaped areas in conjunction with the San Diego Clean Water Program. Because of the extensive review required by various state agencies, however, this plant is not expected to be operational until at least 1995. Until then, lack of wastewater treatment capacity will be a serious constraint to development. The City is attempting to purchase additional capacity in the existing Metro System to serve needs in the interim.

Since 1988 the City Council has allocated remaining sewer capacity to various categories of development. As of April 16, 1991, 1,016 equivalent dwelling units (EDUs) of capacity remained.

The City will consider reserving some of the remaining EDUs for affordable housing projects in order to reduce the impact of this constraint. Nevertheless, the remaining wastewater treatment capacity may be inadequate to allow the City to

**TABLE VIII-19
SEWER CAPACITY
4-16-91**

<u>Category</u>	<u>Remaining Capacity</u>
Commercial Projects	200
Redevelopment Projects	565
Failing Septic Systems	48
Existing Residential Lots	98
All Other Projects	75
Reserve	30

meet its regional share requirement unless necessary permits are obtained from various state and federal agencies to allow construction of the proposed water reclamation facility as is discussed in the Public Facilities Element.

Road Capacity

Several of Poway's major roads operate beyond design capacity. General Plan policies require that no development should be approved that overburdens public facilities including the circulation system. Special attention must be paid to the traffic impacts of any potential affordable housing development. In addition, the City is actively pursuing the completion of the Scripps Poway Parkway from State Highway 67 to Interstate 15 in order to reduce the impacts of non-local traffic on Poway Road.

Schools

The opening of two new schools in 1991 (Bernardo Heights Middle School and Rancho Bernardo High School) helped reduce overcrowding, but all of the schools in Poway are operating near their design capacity, as is shown on Table IV-1 in the Public Facilities Element.

Two additional elementary schools opened in 1992 in the San Diego portion of the Poway Unified School District. The service area boundaries for the elementary schools will be adjusted at that time to reduce enrollments slightly at elementary schools throughout the district. The City's policy of distributing the affordable housing projects throughout the city will reduce the impacts to any given school.

Development of nearly all of the remaining undeveloped land in Poway is constrained by a variety of environmental factors. While some degree of additional impact upon and from the environment is inevitable from any new growth, there needs to be balance between housing needs and environmental constraints. In Poway, those areas affected most by environmental constraints which restrict safe and desirable development potential are designated for low-density development or open space.

In addition to flooding and geotechnical constraints, there are areas of significant ecological habitat and historic/prehistoric resources present in the planning area. Development standards are necessarily more stringent in these sensitive areas to minimize potential adverse impacts to these resources.

Flood Hazard

Poway is located in San Diego Flood Control District 1, which consists of four major creek watersheds: San Marcos, Escondido, San Dieguito, and Los Penasquitos. Poway is divided between the San Dieguito and Los Penasquitos watersheds. Although in recent years the City has not experienced flooding (due to drought conditions), in the late 1970s and early 1980s significant flooding and related property damage did occur in Poway.

Geotechnical

Geotechnical conditions which influence development in Poway include: compressible soils; expansive soils; shallow groundwater; groundwater seepage potential; erosion and mud flows; slope instability; and, rippability (the ability to grade the site). In some instances, these geotechnical conditions may become development hazards if not properly mitigated.

Natural Resources

Significant plant and animal habitats are present in many areas of the City (described in the Master Environmental Assessment and in the Resources Element of the General Plan). Preservation of these important resources is an important aspect of protecting the environment. Development of housing in these areas would not be consistent with these ecological goals.

Air Quality

Poway is located in the San Diego Air Basin which has been designated as a non-attainment area. Air quality is a regional problem and is primarily being addressed through the *Regional Air Quality Strategy* and through the *Regional Growth Management Strategy*. While Poway acting alone can do little to correct the problem, the General Plan includes strategies concerning energy conservation and transportation will contribute to the solution. In addition, development of the South Poway Business Park will provide local employment opportunities for Poway residents which incrementally reduce commute related air pollution.

FAIR HOUSING INFORMATION AND REFERRAL PROGRAM

When an individual calls the City requesting information and referral services related to fair housing, they are directed to either the Redevelopment Manager or the Housing Program Coordinator. In turn, the City staff members direct the individual to one of three different agencies. Two of them handle housing discrimination issues: the Fair Housing Complaint Hotline (which is operated by HUD) and the California Department of Fair Employment and Housing (DFEH). The third agency is the Heartland Human Relations Committee which the County of San Diego funds (through CDBG funds) on behalf of the City of Poway. This agency deals primarily with landlord/tenant relations.

ENERGY CONSERVATION

As residential energy costs rise, increasing utility costs reduce the affordability of housing. The City has many opportunities to directly affect energy use within its jurisdiction. In addition to required compliance with the Building Code and Title 24 of the California Administrative Code relating to energy conservation, the General Plan, especially the Energy Conservation Element in the Community Development Master Element, sets forth goals and policies which encourage the conservation of non-renewable resources in concert with the use of alternative energy sources. In large part, energy savings and utility bill reductions can be realized through the following energy design standards: glazing, landscaping, building design, cooling/heating systems, weatherization techniques, efficient use of appliances, efficient use of lighting, and load management.

A more thorough discussion of energy conservation is contained in the Energy Conservation Element of the Community Development Master Element.

REVIEW OF PREVIOUS HOUSING ELEMENT

Section 65583 of the California Government Code requires that the Housing Element review the previous housing policies and programs regarding their effectiveness in achieving stated goals and objectives. The following section is in response to that requirement.

GOAL: SUITABLE HOUSING SHOULD BE AVAILABLE TO ALL ECONOMIC SEGMENTS OF THE COMMUNITY.

Objective 1 - Development of an adequate supply of housing should be encouraged to meet the existing and future housing needs of a reasonable portion of persons in the region who wish to live in the City.

Program 1.a - The City shall establish land use and zoning categories in its General Plan and Zoning Ordinance that allow a diversity of housing types to be built.

Effectiveness

- The mix of land use and zoning categories resulted in a mix of housing units being constructed. Between 1983 and 1991, 1967 single-family detached, 333 condominiums and 711 apartment dwellings were constructed.

Progress

- Land use and zoning categories remained nearly the same as they were at adoption of the plan. This scheme allows for densities from 20 dwelling units per acre to minimum lot sizes of 40 acres in the environmentally constrained, rural, areas of the city which are not served by city water. The City maintains a Residential Apartment land use and zoning category which allows only rental housing and a Mobile Home Park category which allows only mobile home parks to be constructed. These categories help to ensure the development of affordable housing.

Appropriateness

- The type of land use and zoning categories provided for is appropriate in that it provides for a range of housing types. Under the current system of zones which do not require affordability to obtain density, however, there is no guarantee that projects developed at higher densities will, in fact, be, or remain affordable. Therefore, while the existing mix should be retained, additional certainty of affordability for units at higher densities should be ensured through the Affordable Housing Overlay.

Program 1.b - The City's land use policies shall encourage in-fill development.

Effectiveness

- There was no "leap frog" development during the life of the Housing Element. All of the apartment and condominium development was on in-fill sites. Most of the single-family development was on in-fill sites, although three projects were adjacent to the edge of the previously developed area.

Progress

- The City's policies to not allow "leap frog" development are in place and have been enforced. They have successfully limited development to areas where necessary public services and infrastructure is in place.

Appropriateness

- The goals and policies relating to "leap frog" development have been retained in the updated General Plan.

Program 1.c - The City shall prepare an inventory of all land suitable for residential development and designate land for appropriate housing types.

Effectiveness

- An on-going inventory has been maintained of land available for development. Land was designated for housing as part of the preparation of the Comprehensive Plan.

Progress

- The program achieved its intended result; however, the plan did not include guarantees of affordability for the units produced.

Appropriateness

- The on-going inventory shall be maintained in conjunction with a system to monitor process in meeting the objectives of the updated housing element.

Program 1.d - The City shall offer developers a density bonus for providing low and moderate income housing based upon the following criteria:

- A one-for-one percentage density bonus shall be allowed up to 25 percent maximum.

- the low and moderate income units shall include a variety of one, two, and three bedroom units generally divided between 15 percent, 60 percent, and 25 percent, respectively.
- A combining zone for low and moderate income housing shall be placed upon units associated with the density bonus.
- A restrictive easement agreement shall be placed upon all low and moderate income units requiring that they be continually provided at the prevailing regional median income and that the City's Director of Planning Services shall verify the eligibility of all sales and rentals.

Effectiveness

- Density bonus programs are recommended because they can help to reduce land costs involved in housing construction. Their effectiveness depends on factors such as the size of the bonus, other conditions attached, the relative percentage of housing costs represented by land, and the terms of the land acquisition.

Progress

- A "Low and Moderate Income Combining Zone" was added to the Land Use Ordinance in 1983. No applications have been received for its use. This may be because the additional densities offered were not adequate to overcome the impact of land costs in the area.

Appropriateness

- The updated Housing Element provides for far greater bonus densities through the Affordable Housing Overlay program which will be combined with assistance in the form of redevelopment tax increment, bonding capacity, etc. as a further incentive.

Program 1.e - The City shall reduce the impact on the rental market by maintaining legislation that restricts condominium conversions in the Residential Apartment (12-20 du/ac) category and RA zone.

Effectiveness

- Without a restrictive "rental only" zone, land zoned for multi-family construction is often developed with higher cost condominium units and existing rental apartments are often converted to condominiums. This reduces the number of apartment units constructed and depletes the existing stock of rental housing. With fewer rental units available, demand often causes increased rents which further impacts the ability of very-low income households to find suitable housing.

Progress

- This ordinance has been maintained and no condominium conversions have taken place. In addition, 711 new apartment dwellings were constructed in the rental only RA zone in the 1983 and 1991 period.

Appropriateness

- The program has been effective in achieving its goal and has been retained in the updated Housing Element.

Program 1.f - The City shall examine the feasibility of establishing property owner initiated assessment districts to provide public facilities and services to serve both existing development and new developments more efficiently.

Effectiveness

- The program as outlined has not been effective in providing public facilities and services; however, other programs (described below) have achieved similar results.

Progress

- The City is prepared to consider applications for privately initiated assessment districts but there have been no initiatives in this area. Procedures have been established for a neighborhood improvement loan program and three loans have been made. One was to provide water and sewer to the Temple Way neighborhood and two were for road paving projects. In addition, several health and safety improvements (such as sewer lines and fire hydrants) have been made throughout older parts of the community using redevelopment tax increment. The income of area residents is not a criterion for participation in the loan program.

Appropriateness

- The City will continue to offer all three programs in order to provide a range of options for residents of older areas to upgrade their neighborhoods.

Program 1.g - The City shall periodically review its user charges for public services and facilities to ensure that the charges are consistent with the costs of improvement and maintenance.

Effectiveness

- User charges were thoroughly reviewed and amended in 1988 in compliance with AB 1600. Prior to that time, the City's charges for Engineering reviews and inspection had been on a deposit basis which provided developers with little certainty about the final cost. In 1988 a flat fee system was adopted which included a sliding scale of fees based on the cost of the improvements being reviewed. An analysis of the actual cost of providing the services was completed in preparation of the flat fee schedule.

Progress

- This policy was effective in achieving its purpose of keeping user charges in line with actual costs. It was not, however, designed to address the impact of fees on the affordability of housing and did not do so.

Appropriateness

- The updated Housing Element retains the policy of reviewing development fee schedules on a

regular basis but goes further by considering fee reductions for affordable housing projects.

Program 1.h - The City shall establish a development monitoring program which will review progress toward meeting housing programs.

Effectiveness

- Although no formal monitoring program has been established, informal monitoring is on-going.

Progress

- An intense work load during the past reporting period precluded the establishment of a formal development monitoring program; however, staff turnover has been limited and the city is small which has made the informal monitoring program reasonably effective.

Appropriateness

- During the past year staff has been provided with personal computers, work load has lessened somewhat, and an additional person has been added to the housing and redevelopment staff (a Redevelopment Manager was hired). As a result, a formal monitoring system is now being established and will be maintained through use of the computers.

Objective 2 - The City should develop and implement programs to reduce the cost of new housing and, therefore, increase their affordability.

Program 2.a - The City shall establish standards for development of affordable apartment density housing.

Effectiveness

- Standards for apartment development were developed and are contained in the Land Use Ordinance. A total of 711 apartments were developed during the term of the Housing Element. Apartment rents in Poway are generally lower than in surrounding areas which would suggest that the development standards, coupled with a rental-only zoning designation, encourage higher density development to be relatively affordable.

Progress

- The program was completed in that standards were adopted as part of the Zoning Code; however, it is appropriate that these standards be reviewed from time to time. A partial review has been completed as part of the Housing Element update program, and the standards have been determined to be generally appropriate.

Appropriateness

- Additional review will be undertaken on a site specific basis as the specific plans are completed for properties to which the AH Overlay is attached. The City desires, however, to provide high quality affordable housing and intends to use redevelopment tax increment to assist the development of affordable housing which is not only safe and sanitary

but which also provides a pleasant living environment for its residents and is compatible with surrounding development.

Program 2.b - The City shall develop standards to allow the location of individual mobile homes within the compatible single family zones.

Effectiveness

- Standards were put in place and later modified in compliance with revisions to State law. No applications have been received to permanently place a mobile home in a single family zone.

Progress

- The Program dealt only with making the location of individual mobile homes possible and did not establish a policy of encouraging them. To this extent the Program goal was achieved. Most undeveloped single-family lots in Poway are in the rural areas where densities must be kept low because of slope and environmental resource constraints. As a result the land is quite expensive. A program to encourage the placement of individual mobile homes on such lots would not result in affordable housing.

Appropriateness

- The placement of individual mobile homes on single-family lots will be allowed, in compliance with State law; however, encouraging such development would not be an

appropriate way to achieve affordable housing in Poway.

Program 2.c - The City shall establish an inventory of all publicly owned land that is suitable for residential development because of location and available public services.

Effectiveness

- A list of sites is maintained. There is currently only one, small suitable site, which is included in the inventory of potential sites for affordable housing. A surplus school site was converted to a park and housing subdivision in 1989.

Progress

- Because of the limited availability of unused or underused publically owned sites the maintenance of a list does not contribute to the production of affordable housing.

Appropriateness

- This Program is not effective and has not been included in the updated Housing Element.

Program 2.d - The City should examine and implement, if feasible, a land banking program to assist developers through the issue of low-interest loans.

Effectiveness

- Financial assistance to developers of affordable housing is unquestionably of value. Various means can be used, including subsidies, assistance with bonding, fee reductions and low-interest loans.

Progress

- No program was instituted due to staffing constraints.

Appropriateness

- The updated Housing Element anticipates financial assistance to developers of affordable housing through various means. The addition of the new Redevelopment Manager will relieve the staffing problem. The Redevelopment and Housing Advisory Committee has made preliminary recommendations to the City Council/Redevelopment Agency. The Committee is currently developing procedures for consideration of requests for financial, or other, assistance.

Program 2.e - The City should encourage innovative site development techniques and the use of alternative building materials that both meet the intent of City policy or ordinance, and reduce the cost of site preparation or construction.

Effectiveness

- The literature suggests that substantial cost savings can be realized through the use of alternative materials and techniques.

Progress

- No formal policy exists other than the program statement in the General Plan. Only one application was received. This was for a single-family home built by the resident using rammed-earth technology. The application was

approved and the house has been constructed. The residents did much of the work themselves and reported a substantial savings.

Appropriateness

- The program is appropriate and has been retained in the updated Housing Element. As projects are proposed, especially under the Affordable Housing Overlay, the City will remain receptive to innovative techniques and materials and will encourage their appropriate use to reduce housing costs.

Program 2.f - The City shall explore the feasibility of issuing tax-exempt mortgage revenue bonds by itself or in conjunction with another public agency.

Effectiveness

- The effectiveness of tax-exempt mortgage revenue bonds has been limited in recent years because of the lack of availability of such funds. Reducing financing costs is an effective means of encouraging affordability, however.

Progress

- Mortgage revenue bonds were issued for one senior housing project; however, the project was dropped and the bond issue was defeated. Tax-exempt Certificates of Participation have been issued to assist in maintaining affordability in the mobile home parks that have been acquired by the City/Redevelopment Agency.

Appropriateness

- This is an appropriate program and the City will continue to monitor financing alternatives for use in encouraging and assisting affordable housing development.

Program 2.g - The City shall adopt standards to reduce energy and water consumption in residential units, thus reducing the costs of home maintenance.

Effectiveness

- This program results in limited savings in overall housing costs. It is important, however, because it helps to preserve limited resources and, in that way, help to overcome infrastructure constraints.

Progress

- The Community Design Element includes energy conservation standards. New homes are required to be pre-plumbed for solar water heating and, until 1989, swimming pools were not allowed to use other than solar heating. State energy requirements are enforced through the building permit process.

The City assigned eight staff members to work full-time for a 15 months on task force to promote water conservation through education and retrofit programs.

Appropriateness

- Conservation is an appropriate program not only to reduce housing costs but to conserve limited resources. Conservation programs have been included in the General Plan and the City will continue to be proactive in encouraging and facilitating conservation.

Program 2.h - The City shall regularly review its development fee schedule to ensure that user charges and fees are consistent with costs incurred by the City as a result of their provision.

Effectiveness

- Development fees and user charges were thoroughly reviewed and amended in 1988 in compliance with AB 1600. Prior to that time, the City's charges for Engineering reviews and inspection had been on a deposit basis which provided developers with little certainty about the final cost. In 1988 a flat fee system was adopted which included a sliding scale of fees based on the cost of the improvements being reviewed. An analysis of the actual cost of providing the services was completed in preparation of the flat fee schedule.

Progress

- This policy was effective in achieving its purpose of keeping user charges in line with actual costs. It was not, however, designed to address the impact of fees on the affordability of housing and did not do so.

Appropriateness

- The updated Housing Element retains the policy of reviewing development fee schedules on a regular basis but goes further by considering fee reductions for affordable housing projects.

Program 2.i - The City should avoid repeating environmental reviews of projects where feasible. Projects found consistent with the policies of the General Plan and Zoning Ordinance should be spared the requirement of preparing an EIR unless specific circumstances exist that could not be addressed at the General Plan level.

Effectiveness

- EIR preparation can be quite expensive and, hence, affect the affordability of a project. While it is desirable to protect the environment through adequate review, it is important to do so in as cost effective a way as possible.

Progress

- Environmental review has been that necessary to comply with CEQA. No residential projects have been required to prepare an EIR during the past five years.

Appropriateness

- In an effort to reduce the amount of individual environmental review necessary in the future, the City has prepared a Master Environmental Assessment in conjunction with the 1991 General Plan update program.

Program 2.j - The City shall examine and determine the feasibility of the use of public subsidies to assist in the development of affordable housing.

Effectiveness

- Public subsidies are a very direct way to enhance the affordability of a project.

Progress

- No City assisted projects have been constructed; however, three mobile home parks (with a total of 662 spaces) have been acquired by the City and a Redevelopment Agency subsidized 65-unit manufactured housing project is currently under development.

Appropriateness

- This would appear to be an appropriate program and has been retained in the updated Housing Element. As more public funds become available and the Housing and Redevelopment Advisory Committee proceeds with its program of housing assistance, more progress will be made in this area.

Program 2.k - Action: The City shall require coaches and lots within newly created, privately owned mobile home parks to be held in common ownership, except in cases where the coaches and/or lots are owned by a public agency.

Anticipated Impact: This action program would result in the long-term affordability of coaches and/or lots established within newly created,

privately owned mobile home park developments and would provide affordable housing for the citizens of Poway as required by the Poway General Plan. It would also preclude unstable space rents which are commonly experienced in non-ownership situations.

Effectiveness

- The City's experience with residents of rental mobile home parks has been that rents often escalate at a rate which results in "economic eviction" for residents. This is particularly hard on mobile home residents who have sizeable investments in their coaches and, therefore, less able to move than are most rental housing tenants. This program is designed to prevent this "hostage" situation from occurring.

Progress

- In 1989 the City added Program 2.k to the General Plan and appropriate corresponding provisions to the Municipal Code. No new parks have been constructed since that time.

Appropriateness

- The City considers this to be an appropriate and important provisions for the protection of mobile home park residents and it has been included in the updated Housing Element.

Objective 3 - The preservation of existing housing and neighborhoods is vital to the attainment of the Housing Element Goal and should be accomplished through

programs which protect the integrity of neighborhoods, encourage housing rehabilitation through low-interest loans, and reduce the impact of condominium conversions on the rental market.

Program 3.a - The City shall examine legislation which may allow the creation or construction of a second unit where a single family dwelling exists based upon the following criteria:

- Parcels shall be no less than two times the minimum net area required in the zoning category in which the property is located.
- The lot would not be further subdividable by deed restriction or other means acceptable to the City.
- The second unit shall be attached to the main residence by a sound structural means approved by the Building Division of the Department of Planning Services.
- The second unit may not exceed one story in height unless it is contained within or an addition to a two-story structure.
- The second unit may not encroach into the yard setback area and no variance shall be granted the encroachment into the setback.
- The ordinance should restrict second units to homes built prior to the adoption of the ordinance.

- The second unit shall be no larger than 640 square feet in floor area.
- Approval of the second unit shall be by a Conditional Use Permit.
- The second unit shall be similar in construction, materials and appearance to the main structure.
- One additional on-site covered parking space shall be provided.
- Proof shall be provided to the Director of Planning Services that the additional unit will not overburden the available sewer and/or water capacity of the area.

Effectiveness

- Second units can decrease the cost of providing housing because of reduced land and infrastructure costs. In addition, they are often fairly small units. The effectiveness of ordinances allowing their construction is limited, however, because many single-family home owners do not wish to have tenants on their property.

Progress

- An ordinance similar to these provisions was adopted and later amended. There has been only one accessory apartment constructed during the Housing Element period.

Appropriateness

- The Zoning Code provisions dealing with accessory apartment construction will be amended to be in compliance with State law.

Program 3.b - Action: The City shall support and assist the County of San Diego Housing Authority in identifying low and moderate income homeowners whose homes are in need of repair for low interest rehabilitation loans.

Effectiveness

- Low interest rehabilitation loans allow low and moderate income homeowners to make repairs they might otherwise not be able to afford and assists in keeping the community housing stock in good repair.

Progress

- Since Poway is not an "entitlement city" it participates in San Diego County's urban counties program which is administered by the County Department of Housing and Community Development. Through this program 29 households were assisted in Poway between 1983 and 1991 for a total of \$372,443 in assistance.

Appropriateness

- This program is effective and the Housing Action Program anticipates continued participation.

Program 3.c - Rental units in the Residential Apartment (12-20 du/ac) land use category and RA zone shall not be converted to condominiums for sale and new developments in said categories shall be for rental only.

Effectiveness

- Without a restrictive "rental only" zone, land zoned for multi-family

construction is often developed with higher cost condominium units and existing rental apartments are often converted to condominiums. This reduces the number of apartment units constructed and depletes the existing stock of rental housing. With fewer rental units available, demand often causes increased rents which further impacts the ability of very-low income households to find suitable housing.

Progress

- This ordinance has been maintained and no condominium conversions have taken place. In addition, 711 new apartment dwellings were constructed in the rental only RA zone in the 1983 and 1991 period.

Appropriateness

- The program has been effective in achieving its goal and has been retained in the updated Housing Element.

HOUSING PLAN 1991-1996

Housing Plan 1991-1996 describes the City's housing programs for the five year period covered by the Housing Element. It includes the City's housing related goals and policies and outlines the practical steps which the City plans to take to meet them and to comply with the requirements of State law. The third section of the Plan describes the proposed use of the moneys in the redevelopment agency's Low and Moderate Income Housing Fund as required by Chapter 1140, Statutes of 1989. The final section is a discussion of the various funding sources available for use in implementing the Plan.

The objectives for the City's housing programs are both qualitative and quantitative. Qualitative goals are discussed along with the individual steps proposed. Quantitative goals for new housing construction are identified by program and summarized in Table VIII-21. The programs outlined are designed to comprehensively address the City's identified housing needs. When implemented successfully, they are expected to achieve this goal.

GOALS, POLICIES AND STRATEGIES

The goal, policies, and strategies shown below are those that relate directly to issues discussed in the Housing Element. The various elements of the General Plan are intended to be consistent with each other and should be interpreted to be consistent. Goals and policies contained in other elements will also support those included here. A complete listing of all goals, policies and strategies is contained in Section II of this General Plan.

GOAL XI. IT IS THE GOAL OF THE CITY OF POWAY TO PROVIDE ADEQUATE APPROPRIATE HOUSING OPPORTUNITIES TO MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS.

Policy A - Existing Housing

Preserve and maintain existing housing and neighborhoods to ensure that housing is both sound and safe for occupants and to meet as much as possible of the housing needs of current and future residents of Poway through existing development.

Strategies

1. Implement the five year Action Program set forth in the Housing Element to make adequate provision for the housing needs of all economic segments of the community as outlined in Government Code Section 65583(c).

2. The retention and maintenance of all existing mobile home parks shall be encouraged through use of a mobile home park zone and through acquisition and operation of parks by the City/Redevelopment Agency.
3. The retention of an adequate supply of rental housing shall be encouraged by maintaining ordinance provisions that restrict condominium conversions in the Residential Apartment category/RA zone and which require that new developments in this category be for rental only.
4. Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.
5. Adopt ordinance requiring that all renter occupied housing be kept in a well-maintained, safe & sanitary condition.
6. Participate, through the County of San Diego Housing Authority, in a program of low interest rehabilitation loans to assist low and moderate income homeowners whose homes are in need of repair.
7. Maintain ordinance provisions prohibiting the occupancy of substandard dwelling units and requiring that such units be made to comply with all applicable zoning, building, safety and housing codes or, when this cannot be achieved, that such units be demolished.
8. Take actions necessary to ensure that assisted rental units at risk of conversion are not converted to market-rate units.
9. Investigate opportunities and funding sources to assist households with members who are handicapped to appropriately retrofit existing housing.
10. Support the shared housing referral and information service.
11. Continue to participate in housing programs administered by the County Department of Housing and Community Development which provide housing assistance.
12. Investigate opportunities and funding sources to provide assistance to low and moderate income households to reduce the incidence of housing overpayment.

Policy B - New Housing

Provide opportunities for high quality new housing construction as necessary to meet the needs of current and future Poway residents including those with special needs.

Strategies

1. Implement the five year Action Program set forth in the Housing Element to make adequate provision for the housing needs of all economic segments of the community as outlined in Government Code Section 65583(c).
2. Ensure that housing constructed for very-low, low, and moderate income households be high quality in terms of design and construction and be compatible in design with surrounding development.
3. Establish land use and zoning categories in the General Plan and Zoning Ordinance that allow a diversity of housing types to be built to provide for the actual needs of residents while minimizing conflicts with existing development and unnecessary erosion of residents' quality of life and investment in their homes.
4. In-fill development shall be encouraged in order to make efficient use of existing public infrastructure.
5. Encourage the use of innovative site development techniques and the use of alternative building materials that both meet the intent of City policies and ordinances and reduce the cost of site preparation or construction.
6. Regularly review development fee schedules to ensure that user charges and fees are consistent with costs incurred by the City. Pursue a reduction of fees to affordable housing projects.
7. Determine the feasibility of using public subsidies to assist in the development of affordable housing.
8. Require coaches and lots within newly created mobile home parks to be held in common ownership, except in cases where the coaches and/or lots are owned by a public agency or non-profit housing entity.
9. Encourage the development of affordable housing in proximity to public transportation and community services.
10. Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to use by handicapped persons.

11. Investigate programs to assist first-time buyers.
12. All new businesses which employ more than five persons in agricultural or landscaping jobs shall provide suitable housing for them or pay an in-lieu fee to allow such housing to be provided.
13. Require that housing constructed expressly for very-low, low, and moderate income households not be concentrated in any single area.
14. Encourage the development of child care facilities coincident with new housing development, and consider the use of incentives such as density bonus, reduced development fees, and/or financial assistance.
15. Require deed restrictions for new units provided under this policy in order to ensure their permanent affordability.

Policy C - Fair Housing Practices

Assure that all housing, whether market or assisted, is sold or rented in conformance with open housing policies free of discriminatory practices.

Strategies

1. Make every reasonable effort to ensure that the provisions of all applicable Federal and State laws and regulations concerning non-discrimination are enforced.
2. Disseminate information on fair housing and refer housing discrimination complaints to appropriate agencies.

ACTION PROGRAM

It is the objective of this Housing Action Program to provide for the following:

TABLE VIII-20 HOUSING UNITS			
INCOME CATEGORY	NEW CONSTRUCTION	REHABILITATION	CONSERVATION
Very Low	497	40	130
Low	368	35	2167
Moderate	454	0	92
Above Moderate	844	0	0
ASSISTANCE TO HOUSEHOLDS			
INCOME CATEGORY	SECTION 8 PROGRAMS	MOBILE HOME RENT ASSISTANCE	HOME SHARING
Very Low	90	25	50
Low	0	0	50

(Amended per GPA 93-03C)

CONSERVING AND IMPROVING EXISTING AFFORDABLE HOUSING

The preservation of existing housing and neighborhoods is vital to the attainment of the Housing Element Goal and should be accomplished through programs which protect the integrity of neighborhoods and encourage housing rehabilitation. It is as important to maintain existing affordable situations as it is to create new housing opportunities because loss of existing affordable housing only exacerbates existing unmet needs. The maintenance of housing in terms of minimum safety and sanitary conditions is also important. The following programs are aimed at maintaining the affordability and livability of the City's housing stock.

- A. Code Enforcement. The City will continue to enforce the adopted construction codes for all new construction and reconstruction and the City's substandard housing ordinance, particularly as it relates to illegal units. The State of California is also expected to continue to enforce mobile home park regulations contained in Title 25 of the California Administrative Code.

Responsible Party: Planning Services Department

Time Frame: On-going

- B. Uniform Housing Code. The City will study the advisability of adopting the Uniform Housing Code to see whether it would expand the scope of substandard housing conditions regulated by the City. If it is determined that the Code provides new provisions which would be useful in ensuring a safe and sanitary home for all residents of Poway, the City Council will schedule an adopting ordinance for Public Hearing.

Responsible Party: Planning Services Department

Time Frame: 1 Year

- C. Condominium Conversion Regulations. The City will continue to enforce existing condominium conversion regulations and will maintain the Residential Apartment (RA) zone as an exclusively rental zone in order to minimize the conversion of affordable rental housing into condominium ownership.

Responsible Party: Planning Services Department

Time Frame: On-going

Target: Preserve 2,275 rental apartments

- D. Mobile Home Park Zoning. The City will continue to maintain the Mobile Home Park zone which allows mobile home parks as the only allowable uses. The City will also maintain existing Municipal Code Sections which require that, except when the park is owned by the City, spaces and coaches must be owned by the same person in order to prevent "economic eviction" of mobile home park residents.

Responsible Party: Planning Services Department & Redevelopment Agency

Time Frame: On-going

Target: Preserve 695 existing mobile home spaces

- E. Conservation of Existing Subsidized Housing. The City will monitor the status of Poway Villas to ensure that it is not converted to market rate units. If necessary, the City will seek to purchase the project to protect its subsidized status. This program shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified, except where the community has other urgent needs for which alternative funding sources are not available.

Responsible Party: Redevelopment Agency

Time Frame: On-going

Target: Preserve 60 dwelling units

- F. Residential Rehabilitation. Continue to participate in housing CDBG programs through the County Department of Housing and Community Development (HCD).

Responsible Party: Redevelopment Agency & San Diego County Housing and Community Development

Time Frame: On-going

Target: 15 households per year

- G. Mobile Home Park Improvements. The City shall continue its program of improvements to the three mobile home parks it owns and will ensure adequate maintenance of the parks' infrastructure and common facilities.

Responsible Party: Redevelopment Agency

Time Frame: 2 Years

- H. Mobile Home Park Affordability. The City shall seek to assure the affordability of mobile home parks it now owns either through continued ownership or through resale restrictions attached to the sale of spaces to residents. The possibility of space ownership for the 400 units in the Poway Royal Mobile Estates was studied by a committee consisting of the Board of Directors of the Residents' Association, City staff, and two City Councilmembers and the decision made was to leave the park in City ownership.

It is the goal to maintain affordability for residents and restrict residency to very-low, low, and moderate income households.

Responsible Party: Redevelopment Agency

Time Frame: On-going

(Amended per GPA 93-03C)

ASSISTANCE TO LOW AND MODERATE INCOME HOUSEHOLDS

- A. Section 8 Existing Housing Payments Program. The goal is to expand the number of households receiving assistance under this program from 23 to 50 during the five-year period.

Responsible Party: Redevelopment Agency & County Housing and Community Development

Time Frame: On-going

Target: 50 households

- B. Housing Voucher Program. The goal is to expand the number of households receiving assistance under this program from 16 to 40 during the five-year period.

Responsible Party: Redevelopment Agency & County Housing and Community Development

Time Frame: On-going

Target: 40 households per year

- C. Mobile Home Rental Assistance Program. The goal is to provide assistance to 25 households per year under the San Diego County Housing Authority Mobile Home Rental Assistance Program.

Responsible Party: Redevelopment Agency and County Housing and Community Development

Time Frame: On-going

Target: 25 households per year

- D. Home Sharing. The goal is to make 100 matches per year through Lifeline Community Services of North County.

Responsible Party: Poway Valley Senior Citizens

Time Frame: On-going

Target: 100 matches per year

- E. Emergency Housing. Continue to encourage local churches to participate in the North County Interfaith Council of Churches Homeless Shelter Program and investigate ways to assist them in that effort.

Responsible Party: Redevelopment Agency

Time Frame: On-going

Target: 1 shelter available at all times

- F. Transitional Housing For Families. Work with local churches and/or other non-profit groups to lease existing apartments for use as transitional housing for families.

Responsible Party: Redevelopment Agency

Time Frame: 1 Year

Target: 2 units

FAIR HOUSING INFORMATION AND REFERRAL PROGRAM

- A. Newsletter Articles. The City will include an article in at least one of its quarterly newsletters (*Poway Today*) per year providing information concerning housing discrimination, Fair Housing law and available assistance.

Responsible Party: Redevelopment Agency
Time Frame: Yearly

- B. Flyers. The City will obtain flyers from the San Diego County Department of Housing and Community Development and make these available at appropriate locations in the City.

Responsible Party: Redevelopment Agency
Time Frame: 3 Months

- C. Posters. The City will request posters from the California Fair Housing and Employment Department and display them in appropriate locations in public buildings.

Responsible Party: Redevelopment Agency
Time Frame: 3 Months
(Amended per GPA 93-03C)

- D. Deed Restrictions. In all deed restrictions required of affordable housing developments, the City will require inclusion of an anti-discrimination clause.

Responsible Party: Redevelopment Agency
Time Frame: On-going

NEW HOUSING CONSTRUCTION

According to the state law, local governments' housing needs assessments must include their share of the projected needs for housing in the region. The San Diego Association of Governments (SANDAG) has identified Poway's share of regional housing needs. The figures are contained in Regional Housing Needs Statement which were adopted in 1990. The total mandated for the five year period of this housing element is 2,163 units. Of these, 844 are for households with "above moderate" incomes. Between 1986 and 1991, 1865 new single-family housing units were completed in Poway that would qualify under this category. Vacant sites for about 2,200 more such units are still available. It is therefore assumed that market forces will serve to ensure that the requirement for "above moderate" income households is met and the programs in this section are directed at ensuring that adequate affordable housing is developed.

The continued affordability of all units provided under the incentive programs provided in this Housing Element is a very high priority. To that end, it is the intention of the City Council to require deed restrictions, or other similar binding measures, wherever possible to ensure that the units will remain affordable to the target income groups for which they were provided. (Amended per GPA 93-03C)

TABLE VIII-21
NEW HOUSING UNIT GENERATION POTENTIAL

	Very Low	Low	Moderate
Units Required 1991-1996	497	368	454
Can be accommodated on existing sites	-	125 ¹	510
SRO	50		
Inclusionary zoning	100	110	
Mixed Use Development	120	100	
Agricultural/landscaping dormitory spaces	20		
Affordable Housing Overlay	436		
TOTAL	726	335	510

¹Using State density bonus law

New housing construction shown in Table VIII-21 is expected to be accomplished through a combination of the following programs:

(Amended per GPA 93-03C)

- A. Mixed Use Development. Review and revise the Zoning Ordinance to allow mixed use development in commercial zones. Proposed ordinance should provide for shared parking. Design and lot coverage standards may be included in the Zoning Ordinance or provided for as part of the Old Poway and Poway Road Specific Plans. Financial incentives will be considered by the Redevelopment Agency on a case-by-case basis.

In January 1995 the City will undertake a review of the mixed use program and, if necessary to facilitate development consistent with the objectives in Table VIII-21, adopt additional incentives to encourage the development of residential units within the mixed use target areas.

Responsible Party: Planning Services Department

Time Frame: Ordinance is being adopted concurrently with 1993 amendment.

Target: 220 units

(Amended per GPA 93-03C)

- B. Affordable Housing Overlay. The Land Use Element of the General Plan establishes an Affordable Housing (AH) overlay designation that can be attached to property in any zone in the City other than land zoned OS-RM but including land zoned for commercial and industrial use.

Hearings on potential sites were held by the Redevelopment and Housing Advisory Committee through the first six months of 1992 and by the City Council on August 4, September 1, and September 8, 1992. The AH Overlay has been attached to five properties as shown in Table VIII-22 (see Appendix C for details of the sites). If any of the five selected sites are developed as other than affordable housing, or at a density less than the target density, replacement site(s) consistent with the objectives in Table VIII-22 will be selected and specific plans adopted within this planning period.

TABLE VIII-22

SITE	UNDERLYING ZONING	ACREAGE	OVERLAY DENSITY	UNIT YIELD
2 - Brighton Lane	RS-7/CG	3.91	25 du/Ac	91
15 - Pomerado Rd	CO	5.37	25 du/Ac	100
27 - Monte Vista	CO	2.06	25 du/Ac	51
28 - Gateway Park	CO	3.36	25 du/Ac	84
29 - Civic Center Dr	CG	4.40	25 du/Ac	110
TOTAL		19.1		436

Responsible Party: Planning Services Department

Time Frame: As indicated in Table VIII-23

Target: 487 units

(Amended per GPA 93-03C)

- C. Inclusionary Zoning. The City has established an ordinance requiring that 15 percent of new units be set aside for low income households. The affordability of units provided under this program will be assured by deed restriction or other legally binding measure. A revised ordinance is being adopted concurrently with the 1993 amendment which will allow developers to guarantee the affordability of off-site units or to pay in-lieu fees. Inclusionary requirements equaling a fraction of a unit shall be satisfied by payment of a proportional share of the in-lieu fee for the fractional amount. The five year goal is for this program to provide 210 units which is equal to 15 percent of the Series 7 growth projection for five years. In-lieu fees from the inclusionary zoning program will be used to "buy-down" existing housing which is affordable only to above moderate income households and make it permanently affordable to very-low or lower income households.

Responsible Party: Planning Services Department & Redevelopment Agency

Time Frame: 5 Years

Target: 210 dwelling units

(Amended per GPA 93-03C)

- D. Single Room Occupancy Hotel. Investigate the feasibility of construction of a Single Room Occupancy Hotel.

Responsible Party: Planning Services Department and Redevelopment Agency

Time Frame: 1 Year

- E. Agricultural/Landscape Worker Dormitories. This program would require new businesses with more than five agricultural or landscape workers to provide housing for them and would allow existing businesses who qualify to provide dormitories on-site. The Old Coach Golf Estates is expected to be developed within the next five years and will be required to provide housing. An ordinance implementing this program will be drafted by staff for Council consideration within one year. The goal is to achieve housing for twenty individuals under this program within the five year period.

Responsible Party: Planning Services Department

Time Frame: 1 Year

Target: Housing for 20 individuals

- F. Subsidized Manufactured Housing. The Redevelopment Agency participated in the development of a subsidized 65-unit mobile home park to serve the needs of very-low, low, and moderate income families with first priority being given to very-low income families and second priority to low income families. The first residents moved in on June 6, 1992. Forty-one units are occupied by displaced residents of substandard units in the Haley Trailer Ranch at rents of \$150 per month. The remaining units are occupied by 24 very-low income families who pay rents based on their incomes.

Responsible Party: Redevelopment Agency
Time Frame: Completed 1992
Target: 65 units
(Amended per GPA 93-03C)

- G. Financial Assistance. The City and Agency will review all means of financially assisting development of new affordable housing (including reducing development fees and use of tax increment) and establish a program to encourage such development under the AH Overlay and Mixed Use Programs through the use of financial assistance.

Responsible Party: Redevelopment Agency
Time Frame: On-going
Target: As necessary for project feasibility
(Amended per GPA 93-03C)

- H. Reduce Governmental and Infrastructure Constraints. The City will undertake actions to remove or reduce significant governmental and infrastructure constraints to the production of affordable housing where possible and appropriate as referenced in Table VIII-24.

In addition, the City's current RS-7 zoning allows single-family detached housing at up to seven dwelling units per acre with a minimum lot size of 6,000 square feet. These standards are considered to be somewhat too restrictive to allow construction of housing affordable to moderate income households. An ordinance is being adopted in conjunction with the 1993 amendment which will modify the development requirements for the RS-7 zone to make the development of moderate income housing more feasible. Specifically, the following amendments are being made:

1. Allow eight dwelling units per acre.
2. Reduce the minimum lot size to 4,500 square feet.
3. Reduce setback requirements to reflect the reduced lot size, including reducing the sideyard requirement on one side to zero feet.

Responsible Party: Planning Services Department & Redevelopment Agency
Time Frame: Ordinance is being adopted concurrently with 1993 amendment.
Target: 425 moderate income units, otherwise, as necessary for project feasibility
(Amended per GPA 93-03C)

- I. Military Housing. Recognizing that the federal government is a superior authority which does not need local jurisdiction approval, and which is not subject to the provisions of Proposition FF, if the military should select a site which meets specified location and design criteria, the City will not oppose and will cooperate with, the construction of military housing in the City regardless of the underlying zoning of the property.

Responsible Party: Planning Services Department and City Council

Time Frame: On-going

Target: Unknown

(Amended per GPA 93-03C)

**TABLE VIII-23
ACTION PROGRAM SUMMARY**

PROGRAM	RESPONSIBLE	TIME	TARGET
EXISTING HOUSING			
Code Enforcement	Planning Services	On-going	-
Uniform Housing Code	Planning Services	1 year	-
Condo Conversion Regulations	Planning Services	On-going	2,275
Mobile Home Park Zoning	Planning Services Redevelop. Agency	On-going	695
Existing Subsidized Housing	Redevelop. Agency	On-going	60
Residential Rehabilitation	Redevelop. Agency Housing Authority	per year	15
Mobile Home Park Improvements	Redevelop. Agency	2 years	-
Mobile Home Park Affordability	Redevelop. Agency	On-going	667
ASSISTANCE TO LOW AND MODERATE INCOME HOUSEHOLDS			
Section 8 Existing Housing Payments Program	Redevelop. Agency Housing Authority	On-going	50
Section 8 Housing Voucher Program	Redevelop. Agency Housing Authority	On-going	40
Mobile Home Rental Assistance	Redevelop. Agency Housing Authority	On-going	25
Home Sharing	P. V. S. C.	Per year	100
Emergency Housing	Local Churches	On-going	1
Transitional Housing	Redevelop. Agency	1 year	2

POWAY COMPREHENSIVE PLAN: GENERAL PLAN

PROGRAM	RESPONSIBLE	TIME	TARGET
FAIR HOUSING INFORMATION AND REFERRAL PROGRAM			
Newsletter Articles	Redevelop. Agency	Per year	1
Flyers	Redevelop. Agency	3 mo.	-
Posters	Redevelop. Agency	3 mo.	5
Deed Restrictions	Redevelop. Agency	On-going	-
NEW HOUSING CONSTRUCTION			
Mixed Use Zoning	Planning Service	1993	220
Affordable Housing Overlay	Planning Services	Aug. 1992	436
Inclusionary Zoning	Planning Services	5 years	210
Single Room Occupancy Hotel	Planning Services Redevelop. Agency	1 year	50
Ag Worker Dormitories	Planning Services	1 year	20
Subsidized Mfg Hsg Development	Redevelop. Agency	1992	65
Financial Assistance	Redevelop. Agency	On-going	-
Reduce Governmental & Infrastructure Constraints	Planning Services Redevelop. Agency	Table VIII-21	-
Military Housing	Planning Services/ City Council	On-going	-

(Amended per GPA 93-03C)

**TABLE VIII-24
ACTIONS TO REDUCE OR ELIMINATE GOVERNMENTAL
& INFRASTRUCTURE CONSTRAINTS**

CONSTRAINT	ACTION TO BE UNDERTAKEN	RESPONSIBLE PARTY	TIME FRAME
Density	Recommend sites for AH Overlay	Redevelopment & Housing Advisory Committee	Completed
	Designate AH sites	City Council	Completed
	Complete Specific Plans for AH properties	Planning Services	1994
	Revise RS-7 development standards	Planning Services/City Council	Ordinance being adopted concurrently with 1993 amendment
Parking standards	Review standards for SRO & multi-family housing	Planning Services	1994
Prohibition of attached units	Relax where appropriate via AH specific plans	Planning Services	1994
Mixed Use Zoning	Review and revise ordinance	Planning Services	1993
Limited Water Resources	Toilet & irrigation retrofits	DART	June 1992
	Conservation education	DART	June 1992
	Water Reclamation Plant	Engineering Services	1995
Limited Wastewater Treatment Capacity	Purchase additional capacity	Engineering Services	1993
	Water Reclamation Plan or increase pipeline capacity to treatment plant	Engineering Services	1996

POWAY COMPREHENSIVE PLAN: GENERAL PLAN

CONSTRAINT	ACTION TO BE UNDERTAKEN	RESPONSIBLE PARTY	TIME FRAME
Road Capacity	Recommend road-way improvements	Transportation Task Force	Completed
	Improve transit system	Community Services	On-going
	Extend Scripps Poway Parkway to I-15	Engineering Services	1993
	Extend Scripps Poway Parkway to SR-67	Engineering Services	1996

(Amended per GPA 93-03C)

USE OF LOW AND MODERATE INCOME HOUSING FUNDS

Chapter 1140, Statutes of 1989, requires the housing program of a housing element to include a description of the use of moneys in a redevelopment agency's Low and Moderate Income Housing Fund. This section is in response to that requirement.

The Poway Redevelopment Project was adopted by City Council on December 13, 1984. Over its 44 year life, the project was expected to generate about \$80,000,000 in Low and Moderate Income Housing funds. On June 15, 1993 the Redevelopment Plan was amended. As amended the project is expected to generated about \$700,000,000 in Low and Moderate Income Housing Funds. (Amended per GPA 93-03C)

Between January 1986 and August 1988, \$234,950 was spent on a sound wall to protect existing low and moderate income housing from traffic noise generated by Pomerado Road. Additional CDBG funds were used to complete this project.

A total of \$9,471,600 has been budgeted for construction of a new 65-unit subsidized modular housing project for low and very low income households. Between October 1990 and March 1991 \$826,000 of this money was spent on this project which was completed in 1992. (Amended per GPA 93-03C)

In April 1991, prior to the preparation of this Housing Element, the Redevelopment Advisory Committee reported to the Redevelopment Agency concerning the proposed use of Low and Moderate Income Housing funds. The Committee's recommendations were:

1. Authorizing the Redevelopment Advisory Committee to conduct a study to determine the specific needs of the City's elderly and handicapped population to determine the specific types of programs that are necessary to effectively address the requirements and to determine the number of residents in these groups that are in need of assistance.
2. Developing a temporary rental assistance program to provide rental assistance to low and very low income residents of the community until these residents can transition into more affordable housing units.
3. Authorizing the Redevelopment Advisory Committee to work with staff to develop programs for assisting in the construction and acquisition of new affordable housing units in the City for elderly and handicapped residents with low and moderate incomes.
4. Funding a shared housing information program to help low and very low income residents find affordable housing through cost sharing with other low or very low income residents.

5. Reviewing the acquisition of the Poway Villas apartments to ensure that these units remain affordable into the future.
6. Placing restrictions on the resale of the mobile home units in the Poinsettia Mobile Home Parks and the Poway Royal Mobile Estates or placing occupancy restrictions on future occupants in these mobile home parks to ensure that the units within the parks remain affordable.
7. Reviewing the potential acquisition of the Pomerado Oaks Mobile Home Park in order to ensure that this park is retained for affordable housing.
8. Authorizing the Redevelopment Advisory Committee to continue their review of shared equity programs to determine if shared equity programs would be reasonable for Poway.
9. Review the City regulations relating to accessory apartments to allow for affordable housing units to be built on lots within the rural residential areas.
10. Review the City's height requirements to consider allowing three-story structures within the 35-foot restriction for multiple family dwellings.
11. Reporting back to the City Council/Redevelopment Agency when the Redevelopment Advisory Committee has further completed its studies of these issues.

As an integral part of this Housing Element, the City of Poway now (November 1991) declares that its highest priority for the use of Housing Fund monies not already budgeted will be to provide affordable housing in furtherance of the Financial Assistance Section set forth in the Action Program and, to the extent necessary, assist in the preservation of Poway Villas as subsidized housing project.

On June 15, 1993 the City Council/Redevelopment Agency adopted the *Comprehensive Affordable Housing Strategy* and authorized staff to begin implementation of the programs and projects contained in it. (Amended per GPA 93-03C)

The *Comprehensive Affordable Housing Strategy* identifies six programs as follows:

HUBER PROPERTY SENIOR HOUSING PROJECT

Site Description

This vacant site is located at the north-east corner of Bowron Road and Civic Center Drive (attached). It is a large, flat, centrally located parcel surrounded by commercial and residential land uses. The total area of the site is 4.4 acres which could accommodate approximately 110 dwelling units for very-low income seniors. This property is currently zoned Commercial General (CG), with the AH Overlay Zone designation option at 25 du/AC for a very-low income senior project.

The site is in proximity to food store shopping and, if developed with the AH Overlay Zone option, would be a compatible land use to the adjacent apartments and condominiums. An important issue for the elderly population is the site's proximity to the Weingart Center at the Community Park which provides numerous programs and services for the community's elderly population.

Project Description

Given the densities of this AH Overlay site (25 du/AC), it is anticipated that the project would be designed as a two-story complex and would require elevator service. As the units would be serving the housing needs of the elderly, the project would include a number of handicapped equipped units, and certain amenities such as grab rails throughout the project. It is likely that parking requirements could be reduced in consideration of the size of the units and the population they are reserved for. This would allow more flexibility in the site design than with a standard development. The actual size, distribution, and amenities of the units within this project would be determined at the time of the actual development.

Estimated Project Cost

These estimates are being provided solely for the purpose of enabling conceptual discussion and decisions. The actual pro forma analysis would take place after the Redevelopment Agency's approval of the project concept. It is estimated that this project would cost in the range of \$5 to \$5.5 million. The Redevelopment Agency assistance necessary to "write-down" the project costs to a level that the revenue stream generated by rents would cover debt service, operations and maintenance, and management is estimated at \$25,000 per unit or \$2,750,000 for the entire project. The level of Agency assistance could increase based upon the project design and amenities included.

(Amended per GPA 93-03C)

Estimated Project Revenue Stream

In determining if a project is financially sound, it is appropriate to ensure that the revenue stream generated by the rents will cover the operations and maintenance costs for that project. *Table VIII-25* below illustrates the rent that could be generated would equal 30 percent of the monthly income for a very-low income household of one (\$362), less a reasonable utility allowance estimated at \$50. This equals \$312 per month per unit as shown below, multiplied by 110 units equals \$34,320 per month or \$411,840 per year.

TABLE VIII-25

RENT PAYING ABILITY - Single Person Household

% of Median	Annual Income*	Monthly Income	30% of Income	Utility Allowance	Max. Allowable Monthly Rent
50	\$14,500	\$1,208	\$362	\$50	\$312

This revenue projection is conservative, as it does not account for higher rent that may be charged when two persons occupy a one or two-bedroom unit. However, it also does not account for loss of revenue due to temporary vacancies or non-payment of rent. The project would be structured such that it would not require any ongoing assistance from the Redevelopment Agency for operations and maintenance. Therefore, the revenue generated by rents would cover costs associated with debt service, operating, maintaining, and managing the project, and to establish a long-term capital improvement fund. The level of Redevelopment Agency assistance would be calculated as that amount necessary to ensure that the net revenue stream would be adequate to cover these costs.

Development Process

It is recommended that the Redevelopment Agency acquire the property from the current owner, and work with a developer/owner to construct and manage the project. The Redevelopment Agency staff would seek the participation of qualified developers through the Request for Qualifications (RFQ) process, and then invite the qualified developers to compete for the project through the Request for Proposal process (RFP).

The Redevelopment Agency would "buy down" the cost of the units, thereby enabling the developer/owner to charge rents affordable to very-low income households. (Amended per GPA 93-03C)

The developer/owner would retain ownership and management responsibility for the property. An agreement would be effected with the developer/owner requiring the owner to operate and maintain the project at pre-established standards.

Housing Goals Achieved

The *Affordable Housing Needs Assessment* found that 15 percent of Poway's population falls within the 55+ age group, and this number is expected to increase by an additional 10 percent over the next 10 years. In addition, it was found that:

Twenty-one percent of the households with a senior member overpaid for housing, and 49 percent of the lower-income (\leq 80 percent area median) senior households overpay for housing. Seventy percent of the lower income senior households are renters. In conclusion, this study found that the "housing needs of the elderly can be addressed through the provision of smaller units..." The development of this project would specifically assist this special needs group.

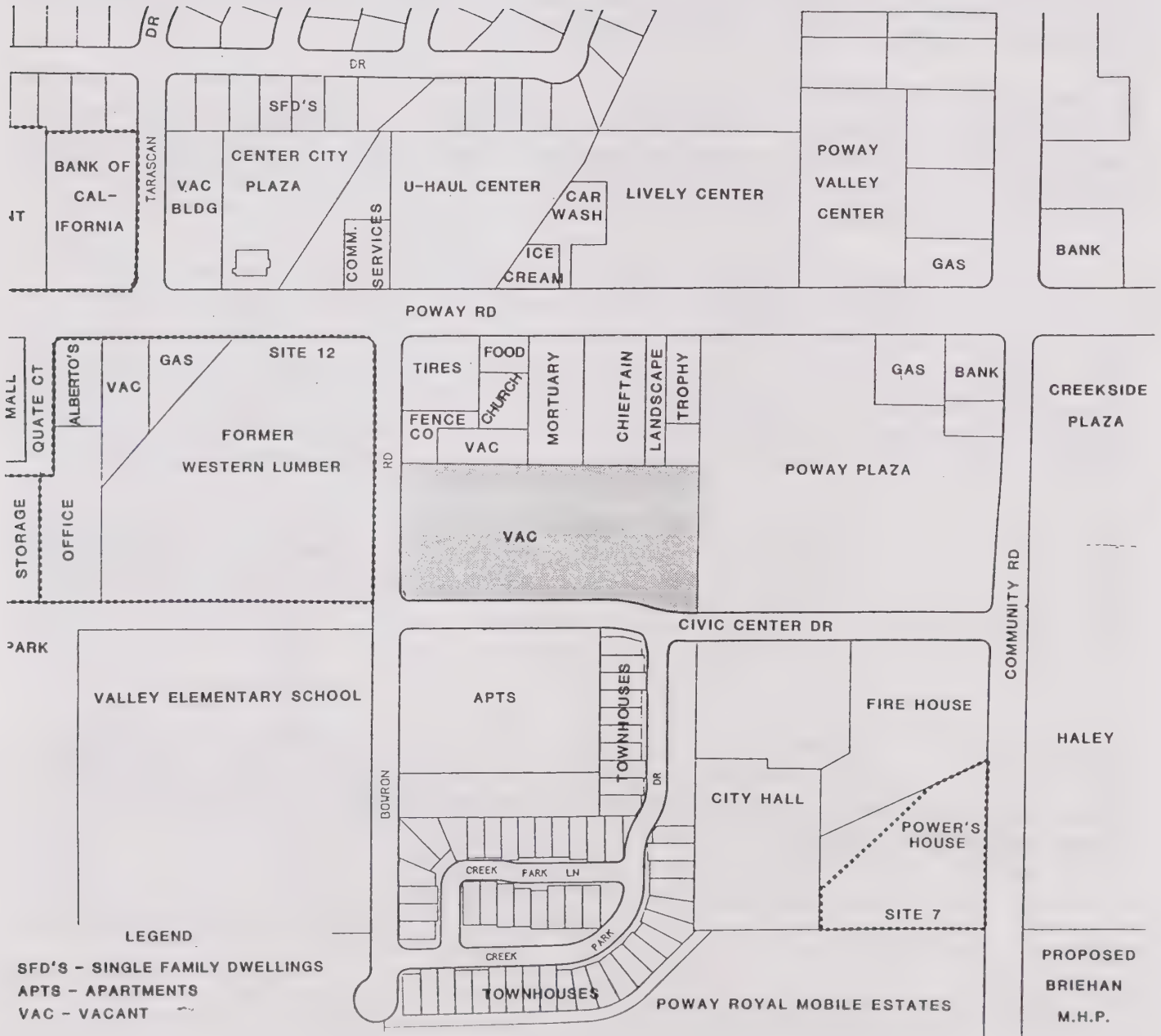
As the property is located within the Paguay Redevelopment Project Area, this project could count toward meeting the redevelopment housing obligations pursuant to Section 33413(b)(2), or the 15 percent affordability requirement for private development within the Project Area. The Redevelopment Agency would not financially assist this project to an extent that it triggers the "Agency developed" definition, therefore 15 percent of the units (17) must be deed restricted for affordability to households with low and moderate incomes; at least 40 percent of this number (7) must be deed restricted for households with very-low incomes [(Section 33413(b)(2))].

The dwelling units deed restricted above this base requirement could be used to meet the redevelopment housing requirements of Section 33413(b)(2) that may have been previously incurred. It is recommended that 100 percent of the dwelling units be deed restricted for affordability to very-low income, senior households.

Article XXXIV of the California State Constitution

As the project would be *privately developed and owned*, not exempted from paying property tax, and the level of Agency assistance would not effectively make this an "Agency developed" project, it would be exempted from the voter approved requirement pursuant to Article XXXIV. (Amended per GPA 93-03C)

HUBER PROPERTY MAP



BREIHAN PROPERTY FAMILY PROJECT

Site Description

This vacant parcel is located on east side of Community Road, south of Poway Creek, and immediately south of Haley Ranch Estates (attached). The property is adjacent to Haley Ranch Estates to the north, Poway Royal Mobile Home Park across Community Road to the west, and is bounded by open-space to the south and east. Comprised of 33 gross acres, with approximately 8± net usable acres, the property is zoned PC (Planned Community) and has an approved Tentative Parcel Map for a 50-unit mobile home/manufactured housing subdivision. Merged with the Haley Ranch Estates project, it would be possible to gain up to 5 additional lots on the site due to shared recreational/office facilities.

The site is in close proximity to food shopping and other amenities, with the Town and County Center and Creekside Plaza to the north of the property. Access to this property would be off of Midland Road, through the Haley Ranch Estates subdivision. In addition, the site is on a public transit line and is approximately two blocks from the Poway Community Park and Valley Elementary School.

The site has also been identified within the Poway Redevelopment Plan as a location where the Agency could meet replacement housing obligations.

Project Description

It is recommended that the property be developed as a *publicly owned* manufactured housing subdivision, like Haley Ranch Estates. This would involve the development of a manufactured housing subdivision consisting of approximately 50 units, each with three bedrooms. It was found during the development process for Haley Ranch Estates, that 3 bedroom units are only slightly more costly than comparable 2 bedroom units. The extra bedroom allows for greater flexibility and value for a project of this kind. The project would be developed as a very-low income (\leq 50% area median) family rental project.

Estimated Project Cost

These estimates are being provided solely for the purpose of enabling a conceptual discussion and decision. This site would be less costly to develop compared to the Haley Ranch Estates site, as the property is not within the flood way/plain and is not adjacent to a biologically sensitive wetland area. Based upon the experience gained through the development of the Haley Ranch Estates project, it is estimated that the total project cost could be in the range of \$7 to \$7.5 million. This range is based upon a preliminary pro forma developed by the current property owner with actual cost information from the Haley Ranch Estates project provided by staff.

(Amended per GPA 93-03C)

Estimated Project Revenue Stream

As illustrated in *Table VIII-26* below, the estimated annual rent stream that this project could be expected to generate would be an amount equal to: 49 units (one reserved at no rent for the on-site managers who would serve as assistant managers for the entire Haley Ranch Estates) multiplied by \$453 per month which equals \$22,197 per month, or \$266,364 annually. This amount could be higher if the number of units increases due to a project merger.

TABLE VIII-26

RENT PAYING ABILITY (Revenue Stream)

% of Median	Annual Income*	Monthly Income	30% of Income	Utility Allowance	Allowable Monthly Rent
50	\$20,700	\$1,725	\$518	\$65	\$453

*assumes family size of 4 persons

An amount equal to 5 percent of the total rent stream is typically deducted to allow for vacancies.

These rent revenues would cover costs associated with operating, maintaining, and managing the project, as well as to establish a long-term capital replacement fund. As no debt service is contemplated for this project, because the Agency would provide funds to cover the total cost of development, the rent stream would be adequate to cover all anticipated operations, maintenance and management costs.

Development Process

It is recommended that the Redevelopment Agency acquire the property from the current owner, request proposals from developers to construct the housing. The Redevelopment Agency staff would seek the participation of qualified developers through the Request for Qualifications (RFQ) process, inviting the qualified developers to compete for the project through the Request for Proposal process (RFP). The City/Redevelopment Agency would retain ownership of this project.

Housing Goals Achieved

According to the *Affordable Housing Needs Assessment*, 87 percent of the low income renters in the community are overpaying for housing, that is they are expending more than 30 percent of their total household income on housing related expenses. A rental manufactured housing project on this site would provide affordable housing to families with very-low incomes.

As the property is located within the Paguay Redevelopment Project Area, any new dwelling units developed on this site could count toward meeting the redevelopment housing obligations pursuant to Section 33413. As the Redevelopment Agency would entirely fund or "develop" this project, at least 30 percent of the units (15) must be deed restricted for affordability to households with low and moderate incomes; at least 50 percent of this number (8) must be deed restricted for households with very-low incomes [Section 33413(b)(1)].

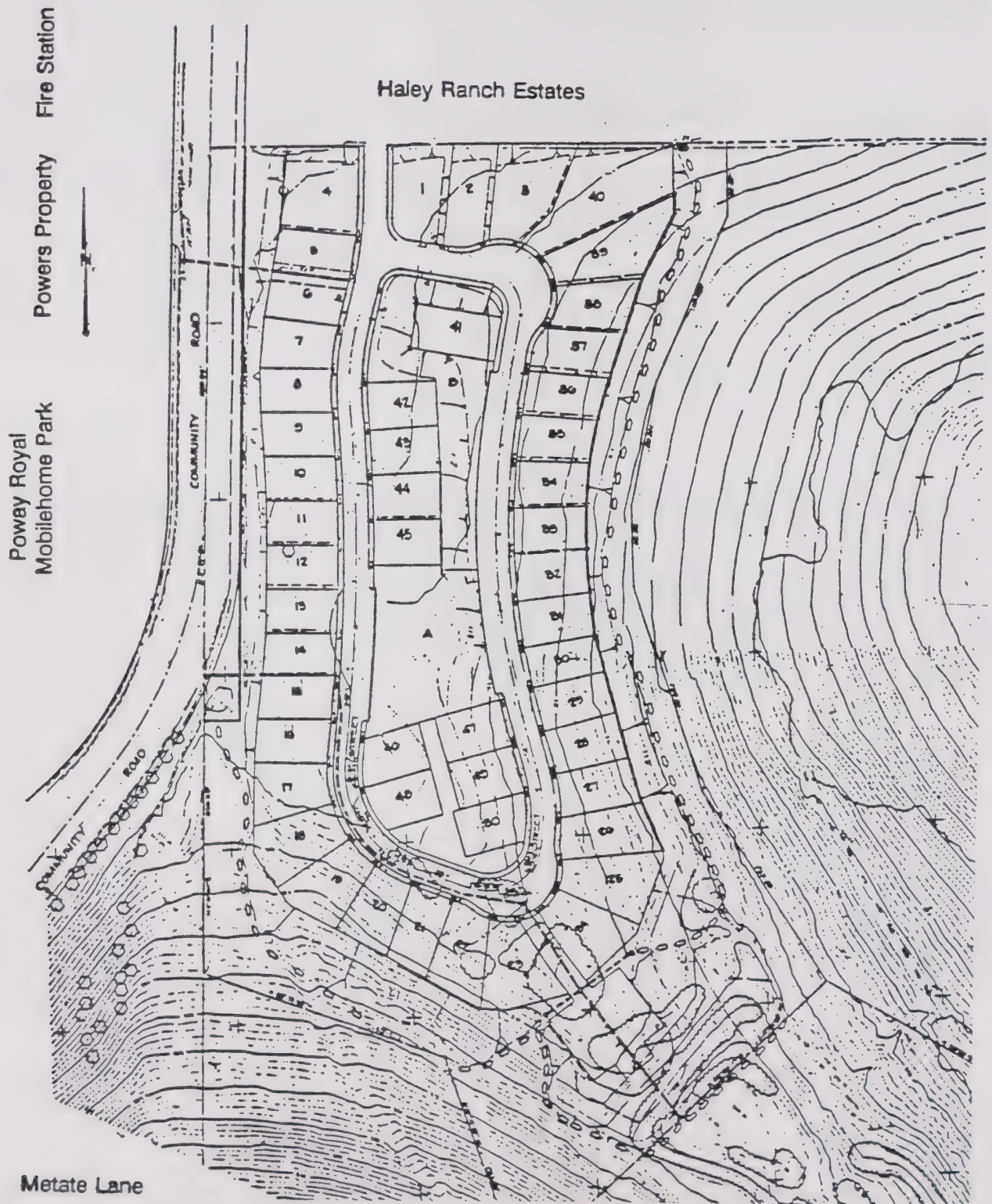
It is possible that any dwelling units deed restricted above this base requirement could be used toward meeting the redevelopment housing requirements of Section 33413(b)(2) or the 15 percent rule for private projects developed within the Project Area. It is recommended that 100 percent of the units be deed restricted for very-low income households.

Article XXXIV of the California State Constitution

This project would serve to meet the Redevelopment Agency's current outstanding replacement housing obligation of 15 dwelling units, as well as provide for a future replacement housing obligation of 35 dwelling units. The Special Counsel to the Redevelopment Agency has opined that the Agency may replace units that it anticipates may be removed from the affordable housing market in advance of the actual displacement.

(Amended per GPA 93-03C)

BREIHAN PROPERTY MAP



GATEWAY PARK ROAD PROPERTY ACQUISITION

Site Description

This 3.36 acre site is currently vacant and zoned Commercial Office (CO), with the Affordable Housing Overlay Zone option of development up to 25 du/AC. for very-low income senior housing (attached). The property is a flat, long, rectangular shaped lot immediately north of Gateway Park Road and east of Pomerado Road. It is located very close to services needed by seniors, including, transit, shopping (supermarket .2 miles in Rancho Bernardo), churches and medical facilities.

An affordable senior housing complex would be compatible with surrounding development, including, the single-family homes to the north, the Gateway Retirement Center to the east, the church to the south and Gateway Medical Center offices to the west. This project would represent a good transitional land use between medical and offices uses to the west and the senior housing facility to the east.

Project Description

It is recommended that the property be acquired at this time and retained for future development of an affordable housing project. No project development is being recommended at this time.

However, it is estimated that, if developed in accordance with the AH Overlay Zone designation of 25 du/AC, the project site could ultimately accommodate 84 dwelling units. The AH Overlay Zone, as approved by the City Council, would require that the project be developed exclusively as a very-low income senior project at a density of up to 25 du/AC. The size and distribution of the units would be determined at the time of the actual development.

While the site is currently designated with the AH Overlay Zone for a senior project of up to 25 du/AC, the Committee suggests that the City Council consider whether a multi-family project may be more appropriate. This would provide affordable, convenient housing for employees of Pomerado Hospital and the surrounding medical offices.

Estimated Project Cost

At this time, the project contemplates property acquisition only. The property is currently listed for sale at \$1,756,332. However, it is not known at this time if this represents a value that could be supported by an appraisal of the property.

(Amended per GPA 93-03C)

Estimated Project Revenue Stream

Not applicable at this time. The project being recommended at this time involves the acquisition of the property only to ensure that this prime site is not lost to other uses. However, assuming a conservative rent stream of \$310 per month per unit, a project on this site would generate an annual amount of \$312,480. The project ultimately developed on this site would be structured to ensure that the revenue stream would be adequate to cover costs associated with operations, maintenance, and management.

Development Process

Not applicable at this time, however, it is anticipated that development would progress in the manner being recommended for the Huber Senior project discussed above. Whether developed as a senior project or some other affordable housing project, it is recommended that it be privately developed with Agency assistance, with ownership held by the developer/property owner.

Housing Goals Achieved

Acquisition of this property alone would not meet any of the Agency's housing goals, although it would ensure that a particularly well suited piece of property would be held for future development of affordable housing. Otherwise, this site may be lost by being devoted to another use.

The ultimate development of this site would satisfy Agency housing goals much like the proposed Huber project, as this site would serve the affordable housing needs of very-low income seniors. This need was confirmed by the *Affordable Housing Needs Assessment* which found that 49 percent of the lower income (\leq 80 area median) seniors overpay for housing, with seventy percent of this group being renters. If developed as a non-senior project, it could serve to make additional affordable rental units available to the 87 percent of the lower income renters in the community who are overpaying for housing.

The subject property is *not* located within the Paguay Redevelopment Project Area, hence, these units could not be credited toward the Agency meeting its housing obligations pursuant to Section 33413(b)(2), or the 15 percent affordability requirement for non-Agency development within the Project Area. The level of Agency assistance to this project would not trigger the "Agency developed" definition, therefore, the 30 percent deed restriction requirement of Section 33413(b)(1) would not apply. Irrespective of the California Redevelopment Law requirements, it is recommended that 100 percent of the units be deed restricted at the very-low income level.

(Amended per GPA 93-03C)

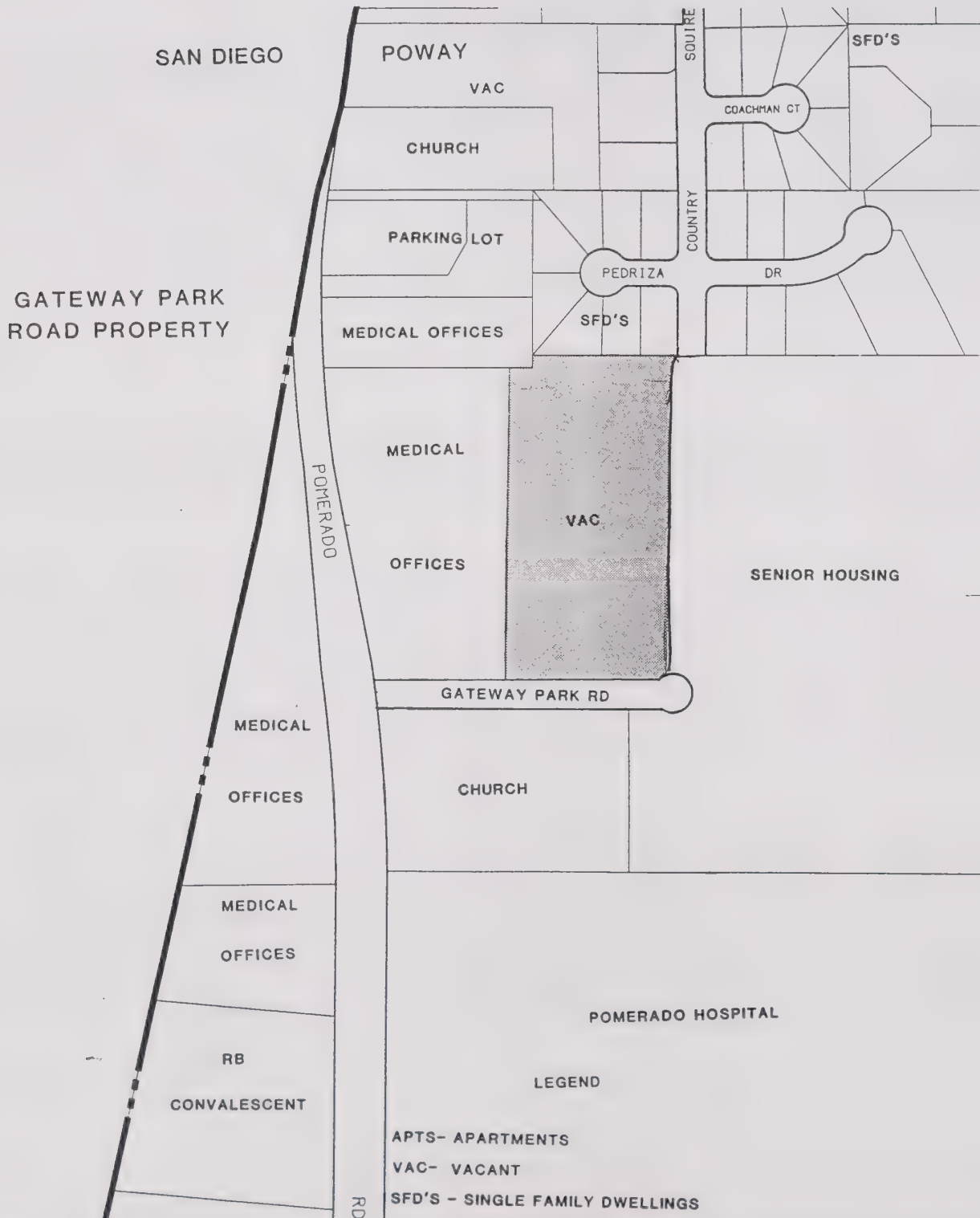
This project would also demonstrate to the State, that the Affordable Housing Overlay Zone concept is effective. Further, in terms of the Committee goal of distributing affordable housing throughout the community, it should be noted that the Gateway Park Road property is in north Poway.

Article XXXIV of the California State Constitution

Acquisition of vacant property alone would not trigger any Article XXXIV requirements. Ultimately, the project would be *privately* developed and owned, would not be exempted from paying property taxes, and the level of Agency assistance would not trigger the "Agency developed" definition, therefore it would be exempted from the voter approval requirement pursuant to Article XXXIV.

(Amended per GPA 93-03C)

GATEWAY PARK ROAD PROPERTY MAP



ACQUISITION OF EXISTING SINGLE-FAMILY DWELLING UNITS

Program Concept

It is recommended that the Redevelopment Agency acquire existing single-family homes throughout the community, rehabilitate them, and rent them to low- and moderate-income families. The Agency would focus on acquiring older housing throughout the community and include a rehabilitation component to the program which would improve the appearance and safety of the existing residential areas. These units would be deed restricted for affordability for the longest feasible time and *at least* the term of the land use controls of the Redevelopment Plan, currently the year 2028.

It is recommended that a loan/mortgage component be involved, making it possible to amortize the cost of the unit over the duration of the mortgage or 30 years. The rent revenues generated by the units would be used to cover operations, maintenance, and management costs of the units and the mortgage payments. The Redevelopment Agency would make a down-payment on these homes in an amount adequate to allow the rent revenues to cover associated operations, maintenance, and management costs.

Program Cost

According to a local realtor, the Redevelopment Agency could acquire older single family homes in the price range of \$140,000 to \$155,000. The less expensive units would be in the area of 1,000 square feet, and the more expensive units in the 1,200 - 1,400 square foot range. Rehabilitation work would include the correction of all health and safety problems, including plumbing, roofing, and electrical work, as applicable. It could also involve painting the structure, replacing carpet, and minor landscape restoration as applicable. It is estimated that the average rehabilitation would range in cost between \$15,000 - 20,000 per dwelling unit.

Depending upon the availability of suitable housing on the market, the cost could vary significantly. Using an average cost of \$180,000 per single-family home acquired and rehabilitated, the program costs could be quite substantial. Therefore, it is recommended that the Redevelopment Agency finance a portion of this cost; a mortgage component is being included in the structure of the program.

It is estimated that a down-payment of approximately \$100,000 per unit would be needed to make the rent revenues adequate to cover operations, maintenance, management, and mortgage costs. Again, program activity would be limited by the availability of funds and suitable dwelling units on the market.

(Amended per GPA 93-03C)

Estimated Program Revenue Stream

It is estimated that the annual rent stream generated by a three bedroom house occupied by a lower income family (not exceeding 80 percent of the area median income) would be approximately \$9,900.

Housing Goals Achieved

As noted in the *Affordable Housing Needs Assessment*, this type of program would have the advantage of not concentrating a specific area with lower income households. In addition, the program could target the special needs groups not easily assisted by other housing programs, such as lower income, large families. It would also have the secondary benefit of improving the community's older housing stock. It is possible that dwelling units made affordable in this manner could count toward the Redevelopment Agency's housing requirements pursuant to Section 33413(b)(2) of the California Health and Safety Code; the subject unit would need to be located within the Paguay Redevelopment Project Area.

Article XXXIV of the California State Constitution

As the distribution of acquired units would not significantly impact any one area of the community, this program would not be subject to the voter approval requirements of Article XXXIV. Small projects not exceeding four adjacent dwelling units are specifically exempted.

MOBILE HOME COMPONENT

This program would extend to the City's mobile home housing stock as well. The Redevelopment Agency would acquire mobile home units on the market and place restrictions on the units that would only allow the unit to be sold to income qualifying low- and moderate-income households. The Redevelopment Agency would then resell the unit. This resale is currently required, as the City's mobile home park rules do not allow rental units; occupants must own the mobile home units.

Estimated Program Cost

There is a broad range of mobile home sales prices, currently between \$5,000 and \$60,000 per unit. The less expensive units would likely require more significant rehabilitation. For the purposes of this program, it is anticipated that mobile home units could be acquired and rehabilitated at a per unit cost in the range of \$10,000 to \$30,000. The cost of this program component is included within the overall program budget of \$1,200,000.

(Amended per GPA 93-03C)

Housing Goals Achieved and Article XXXIV

The City-owned mobile home parks are not located within the Redevelopment Project Area, and therefore this program component would not count toward meeting the Redevelopment Agency's previously incurred housing obligations pursuant to Section 33413(b)(2). This program would be exempted from the voter approval requirements of Article XXXIV. These properties are already held by a public agency and, while not deed restricted, do currently provide affordable housing to low and moderate income households.

(Amended per GPA 93-03C)

RESIDENTIAL PRESERVATION/REHABILITATION PROGRAM

Program Description

The following is the program outline developed by the Redevelopment and Housing Advisory Committee with the assistance of staff. If the program concept is approved, it would be recommended that a consultant take the following program outline and finalize the actual plan and complete all necessary program documents.

Income Eligibility: As with any program funded by the Redevelopment Agency's Low and Moderate Income Housing Fund, program participants must income qualify. Each program participant must provide verification that their total household income does not exceed the income limit established for the *moderate* income category (≤ 120 percent area median income), adjusted for family size. This income limit is established each year by the State Department of Housing and Community Development for each County in the State, and is adjusted for family size. Household income is based upon the total income of all residents in the household and those individuals on the grant deed.

Caretaker exception: A live-in care provider's income would not be counted as part of the total household income. Correspondingly, the care provider would not be included in determining the household size, as the household size impacts the income limits for each income category. However, in no case would a loan be approved for a household whose total household income, including that of a caregiver, exceeds the income limits for the moderate income category.

Residency Eligibility: The program would be available to any income eligible *homeowner-occupant* residing within the City of Poway; rental properties would not be eligible for the proposed program. Specifically, the proposed program would be offered to the owner-occupants of single-family dwellings, attached family dwellings, condominiums, and mobile home units within the City-owned mobile home parks. No "pre-residency" requirement would apply to this program; the applicant must only be a current City resident at the time the application is filed.

BASIC PROGRAM FOR SINGLE-FAMILY, ATTACHED-FAMILY AND CONDOMINIUMS

Program Rules and Guidelines: The program would offer "no-interest" *loans* of up to \$10,000 per eligible participant. An additional amount could be authorized by the Executive Director of the Redevelopment Agency, or his/her designee, for circumstances that require a higher loan amount. The Redevelopment Agency would not make any loan where the total amount of loans on the property, including the Agency loan, exceed 100 percent of the value of the dwelling unit. The loan would be secured by a deed of trust recorded with the San Diego County Recorder's Office. The Redevelopment Agency would not subordinate its interest at any time.
(Amended per GPA 93-03C)

If the program participant remains in the dwelling unit for a period of 10 years, the loan would convert to a grant. In addition, the loan would be forgiven on a 10 percent basis each year. If the dwelling unit was rented (with a family member exception) prior to the end of the ten year period, repayment of the unforgiven balance of the loan would be required. Similarly, if the dwelling unit was sold prior to the end of the ten year period, repayment of the unforgiven balance would be required.

Trust issues - property owned by a Trust would be eligible for Program participation if all other requirements were met. All trustees would be required to sign the appropriate program documents, and the income of all trustees would be included to determine if the income eligibility criteria was met. Transfer of the property by a homeowner into a trust would not automatically trigger the repayment clause.

In the event that a program participant dies, the property, which by operation of law goes to a family member defined as a natural or adopted child and otherwise qualifies as a very- low, low, or moderate income household, the loan shall transfer to that individual pursuant to the original terms of the Agreement. This program transfer provision would apply only if the subsequent owner actually occupies the subject dwelling unit. If repayment of the loan is required, said repayment would be on a proportional basis; for example, 50% after 5 years, 20% after 8 years and so forth.

Program Mechanics: Three (3) bids would be required from the applicant for each portion of the work, from a licensed contractor for those items requiring a licensed contractor. The selected contractor would receive a written notice approving the commencement of work. Work shall be completed within 90 days of this letter, with a possible extension period granted under extraordinary circumstances.

A "Flexibility Clause" would be included which would enable the Executive Director of the Redevelopment Agency to reasonably address unanticipated circumstances that may arise during the implementation of the Program. The following language could be incorporated into the Program guidelines to accomplish this: "It is understood that the program reserves the right to modify the program rules and regulations into the future based upon new circumstances."

Eligible Rehabilitation Items: The first priority for the program would be to correct health and safety items identified during the home inspection. One requirement of this program is that *all* health and safety deficiencies must be corrected first, before any of the more cosmetic rehabilitation work is considered. Health and Safety repairs include: roofing (composition shingle only); electrical; plumbing; heating; wall and floor repairs; water heater repair/replacement; foundations; structural members; siding; windows/doors; weatherization; painting (when necessary due to construction/improvements); and, other health and safety items as required by law.

(Amended per GPA 93-03C)

Rehabilitation funds would also be available for making dwelling units handicapped accessible. Improvements to make a dwelling unit handicapped accessible would be categorized as health and safety improvements. These improvements include: shower units with seats; grab rails; lever hardware; retrofitting toilets to achieve adequate height; moving power points and light switches to 3-4' from floor; ramping entrances to dwelling unit; insulating hot-water pipes adjacent to sinks; reconstructing doorways for adequate width; and, lowering sinks in kitchen and bathroom.

Once it has been confirmed that all health and safety deficiencies have been corrected, participants would be allowed to undertake other eligible improvements, including: paint (interior and exterior); basic landscaping and irrigation; roll-up garage doors; driveways; rain gutters; exterior lighting; fencing (where there is a concern for safety); repair of existing air conditioners and furnaces; and, pre-fabricated kitchen cabinetry (not custom built). Additional items may be approved on a case-by-case basis as determined to be appropriate by the Executive Director of the Redevelopment Agency or his/her designee.

Eligible improvements to condominiums would be covered under this program, however, the loan is only for those items within the individual homeowner's area of responsibility, as set forth within their CC&R's and ByLaws. For example, roof repairs are typically part of the home-owner's association responsibility and would not be eligible.

Ineligible Rehabilitation Items: The following are examples of ineligible improvements for the program: kitchen and laundry appliances; BBQ pits; fireplaces; alarm systems; ceiling fans; flower boxes; garden windows; skylights; greenhouses; room additions; awnings; patios or decks; new concrete work; storage sheds; detached workshops and non-permanent structures; new air conditioners; and; any other improvements not listed that may be deemed ineligible by the Executive Director or his/her designated representative.

BASIC MOBILE HOME PROGRAM

The rules outlined above would generally apply, with eligibility restricted to owner-occupants of units within City/Agency owned mobile home parks. However, the maximum loan amount may be reduced, based upon the value of the mobile home unit. The loan may not exceed 20% of the unit value, as determined by an appraisal, up to a maximum loan of \$10,000. To ensure compliance with this provision, Agency staff would contract with an appraiser who would conduct a cursory (drive-by) appraisal of the unit.

Because mobile homes are personal property, a grant deed may not be used to secure the loan. Alternately, the loan would be secured with a promissory note, and made a part of the homeowner's file with the Poway Royal Estates, Poinsettia Senior, and Poinsettia Family Park. (Amended per GPA 93-03C)

Loan repayment would be triggered in the event that the mobile home was sold or title transferred, based upon the unforgiven loan balance at the time of sale or title transfer, and prior to the Park Management approval of the subsequent buyer/occupant.

EXCESS LOAN PROGRAM

Under certain warranted circumstances, as determined by the Executive Director of the Redevelopment Agency, or his/her designee, the \$10,000 loan limit per participant could be exceeded. The additional amount approved above the \$10,000 basic program limit would be offered strictly in the form of a loan which would become due upon sale or transfer of the property. None of the "excess" loan balance would be forgiven. In no event would a "substantial" rehabilitation be undertaken through this program without the recordation of affordability covenants (deed restrictions) against the property, pursuant to State Law.

The excess loan would be offered at "no interest" to very-low and low income residents. For moderate income residents, the excess loan amount would be fully amortized at a rate of 3 percent, paid over a period not to exceed 15 years. It is contemplated that these loans would be serviced by banks. Agency staff would identify a local lender needing Community Reinvestment Act credit to assist the Program with servicing, credit issues, and perhaps loan write-down amount. The Agency would take no greater than a 3rd position on the bank loan.

Program Staffing: Initially, staffing for the program would also be provided through consultant services. Should program activity warrant a full-time position, the Redevelopment Agency would be asked to consider replacing the contract service with a Redevelopment Agency employee. This recommendation would only be made if the program could justify this level of staffing and there was a commitment to a multi-year or long-term program.

Preliminary Cost Estimate

Initial Program participation is difficult to gauge, however, a program budget of \$1,250,000 could assist 125 low- and moderate-income households at the maximum loan amount of \$10,000 per household. This would equal 40 loans processed each year during this initial three year period. (Amended per GPA 93-03C)

Housing Goals Achieved

A Residential Preservation/Rehabilitation Program would serve to improve and preserve the supply of housing available to households with low and moderate incomes. This is one of the primary goals for which the Housing Fund was established by the State Legislature. This program would not help the Redevelopment Agency in meeting its housing obligations pursuant to Section 33413(b). This program would, however, ensure that the Redevelopment Agency's affordable housing strategy is a balanced one in terms of the goal to increase, improve and preserve the supply of affordable housing available to low- and moderate-income households.

Article XXXIV of the California State Constitution

This program is exempt from the voter approval requirements of Article XXXIV.

(Amended per GPA 93-03C)

TABLE VIII-27
COMPREHENSIVE AFFORDABLE HOUSING STRATEGY
Revised Budget

Huber Senior Project	2,750,000.00
Breihan Single-Family Project	7,500,000.00
Residential Rehabilitation Program	1,500,000.00
Subtotal	11,750,000.00
Direct staff support/applicable overhead at 15%	1,762,500.00
Subtotal	13,512,500.00
Gateway Park Road Property Acquisition	1,756,332.00
Haley Ranch Estates Acquisition/Operation Revenue	1,500,000.00
Total	\$16,768,832.00
Funds Available (1993 TABs)	12,438,240.00
Unappropriated Reserve	4,510,890.00
Total	16,949,130.00
Housing Fund Balance	\$180,298.00

(Amended per GPA 93-03C)

FINANCING OPPORTUNITIES

The following is a brief discussion of housing program funding sources. This is not intended to be an exclusive listing, however, and other appropriate sources will be pursued as they may become available.

- A. City General Fund - Can be applied at City's discretion to any program. Amount of funds available which are not already committed to other City services and operations will be extremely limited.
- B. Redevelopment Agency Funding - Primarily the 20 percent Low and Moderate Income Housing Fund, but other redevelopment project proceeds can also be used for housing purposes. The total housing funds estimated to be generated over the 44-year life of the project is \$700,000,000. (Amended per GPA 93-03C)
- C. City CDBG Funds - Annual allocation depends on continuation of this federal program. Funds cannot be spent directly by the City on new housing construction, and the proportion which may be spent for administrative purposes is limited. CDBG funds have traditionally been spent on eligible capital improvement projects that indirectly assist lower income housing.
- D. Urban County CDBG Operational Funds - As long as the City is a "non-entitlement city" under CDBG, the City's participation under the County's "Urban County" CDBG program should continue. This affiliation provides a percentage of funding for County HCD's operation of a variety of programs available to apply within the City.
- E. County Housing Authority Operational Funds - The County Housing Authority applies for and receives funding for the variety of programs it operates. These are exclusive to these Housing Authority programs.
- F. City Housing In-Lieu Fees - Fees may be paid to the City in lieu of the direct provision of affordable units under the City's proposed inclusionary housing and agricultural/landscaping worker housing requirements. These monies would go into an exclusive fund to be spent directly on creating new affordable housing opportunities.
- G. Special Federal/State Project Funding - The Federal and State governments provide funds for a variety of specified programs. Some are on a continuing basis, e.g., federal funds for Section 8 certificates or housing vouchers, provided by HUD to local housing authorities. Some are limited, one-time grants for specific purposes.
- H. Lending Institution Housing Funds - Private lending institutions in California have created various funds ear-marked for affordable housing to satisfy their community reinvestment requirements. The money available through these funds is required to be spent in a way

to lower the finance costs of housing production or rehabilitation and therefore increase affordability. It cannot be spent for administration or for support services related to housing. These funds can be allocated only on a project-by-project basis.

- I. Urban County Housing Development Fund. This is a multi-purpose fund set up by County HCD from its funding sources including CDBG. Monies in this fund are used for a variety of projects relating to the development of new housing units or substantial rehabilitation or conversion of existing structures to create new affordable housing units. Funds are used as grants, loans directly from HCD, or subsidies to private lending institutions to reduce the rate of conventional loans. Under the federal rules for CDBG, money cannot be spent directly as construction costs for new construction but it can be used in ways to reduce the development costs of new construction so that resulting dwellings can be guaranteed affordable to target households. For example, land costs could be reduced through outright land purchase or subsidy, financing costs could be reduced, infrastructure costs could be subsidized, etc. Target group is low and very low income households.

**APPENDIX A
NON-PROFIT HOUSING CORPORATIONS**

HOUSING OPPORTUNITIES, INC.
2247 San Diego Avenue, Ste. 233
San Diego, CA 92110
(619) 291-3500

ESPERANZA INTERNATIONAL
11085 Sorrento Valley Court
San Diego, CA 92121
(619) 535-0873

NO. COUNTY HOUSING FOUNDATION
430 N. Rose Street
Escondido, CA 92027
(619) 432-6878

MHS--DIVISION OF VOCATIONAL
SERVICES
3420 Camino del Rio No., #215
San Diego, CA 92108
(619) 284-6516

FOUNDATION FOR SOCIAL
RESOURCES, INC.
2044 Overland Avenue
Los Angeles, CA 90025
(213) 475-2227

TWELVE PACK ENTERPRISES
P.O. Box 544
Pasadena, CA 91102
(818) 440-0969

DEPT. OF HOUSING & COMMUNITY
DEVELOPMENT
7917 Ostrow Street
San Diego, CA 92111
(619) 694-4801

REVISIONS RESOURCES
3505 Camino del Rio So., #100
San Diego, CA 92108-4204
(619) 281-6400

SOUTHERN CALIFORNIA
PRESBYTERIAN HOMES
1111 N. Brand Blvd., Ste. 300
Glendale, CA 91202
(818) 247-0420

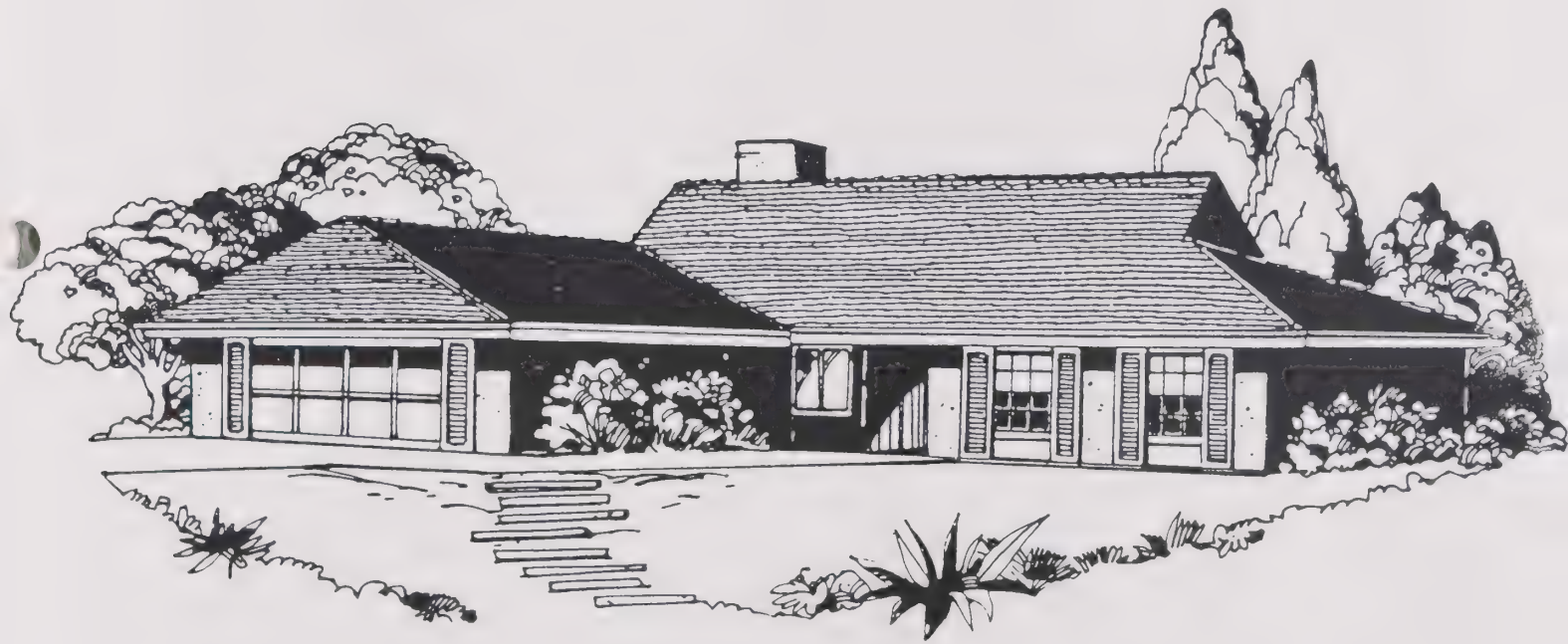
FLORY, OLSON, & VAN OSDEL
11711 Sterling Avenue, Ste. B
Riverside, CA 92503
(714) 687-5484

MAAC PROJECT--ADMINISTRATIVE
OFFICE
140 W. 16th Street
National City, CA 92050
(619) 474-2232

SAN DIEGO INTERFAITH HOUSING
FOUNDATION
3051 Reynard Way
San Diego, CA 92138
(619) 575-1144

City of Poway

Affordable Housing Needs Assessment



Cotton/Beland/Associates, Inc.

Housing – Appendix B

**CITY OF POWAY
AFFORDABLE HOUSING NEEDS ASSESSMENT**

Cotton/Beland/Associates, Inc.
1028 North Lake Avenue, Suite 107
Pasadena, California 91104-4522

619 South Vulcan Avenue, Suite 206
Encinitas, California 92024

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I. INTRODUCTION

The City of Poway is located in North County San Diego east of the I-15 corridor, approximately 20 miles north of downtown San Diego (refer to Figure 1). Surrounding communities include the San Diego jurisdictions of Rancho Bernardo to the north, Carmel Mountain Ranch to the northwest, Rancho Penasquitos and Saber Springs to the west, Scripps Miramar Ranch to the south, and the County of San Diego to the east.

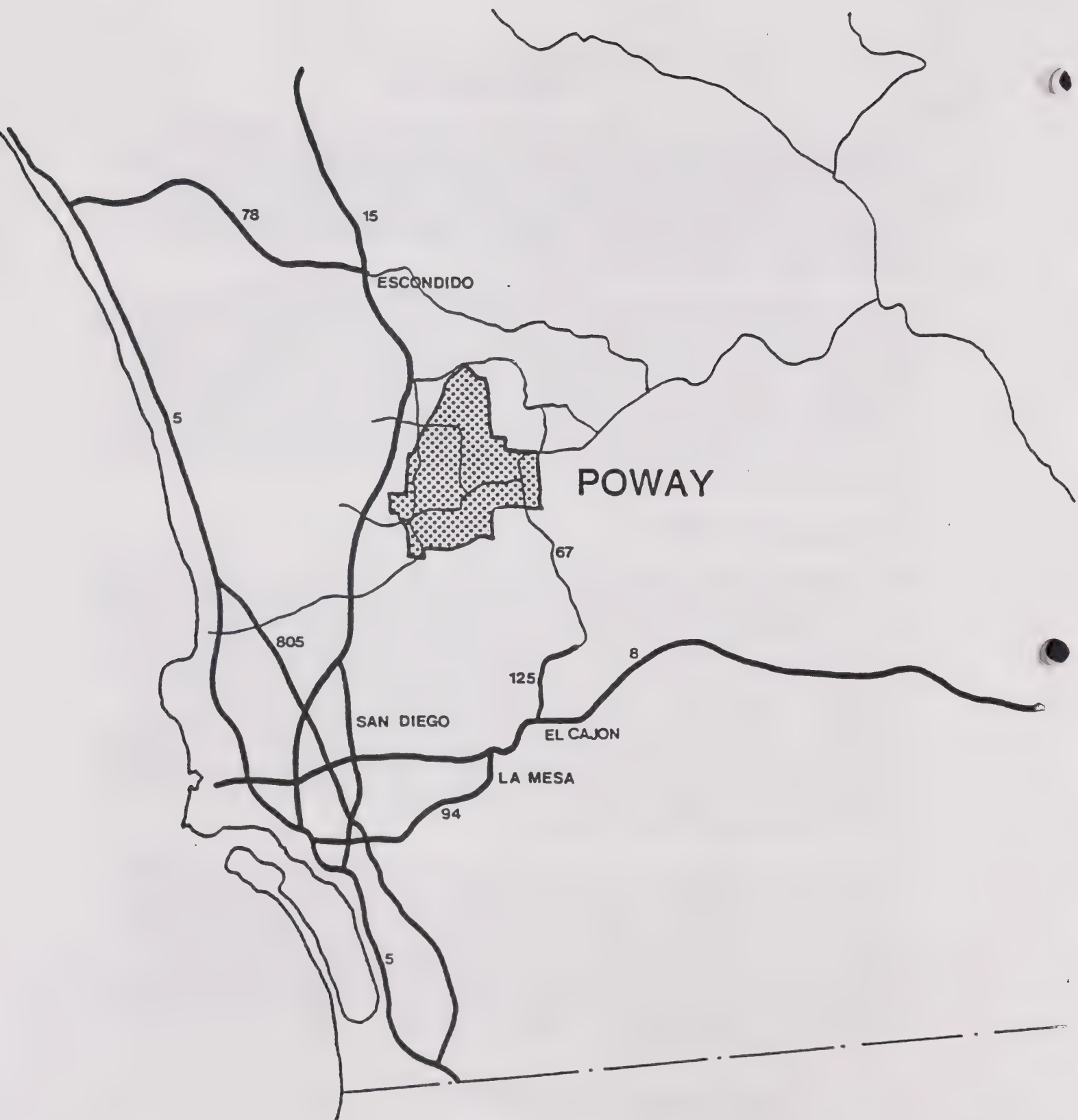
Poway originated as a small, isolated farming community over a century ago. In the mid 1950s, the Poway Municipal Water District was formed and a community water system developed, paving the way for single-family subdivisions to follow. Like much of the North County area, Poway experienced its most rapid growth during the 1970s, growing from a small rural town with 4,000 dwelling units in 1970 to an 11,000 unit residential suburb by 1980. This growth greatly changed the appearance and functional characteristics of the community, and lead to the City's incorporation in 1980.

A. Purpose of the Study

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their comprehensive General Plans. The Housing Element is required to be updated at least every five years to reflect a community's changing housing needs. The City of Poway will be preparing an update to its Housing Element in 1991 in conformance with the five year update cycle for jurisdictions in the SANDAG region. This Affordable Housing Needs Assessment will provide much of the necessary background information for the City's 1991 Housing Element Update.

In addition to serving as a background document to the Housing Element, the Poway Needs Assessment will also provide the basis for decisions regarding expenditure of the City's redevelopment set-aside fund. California Community Redevelopment Law requires redevelopment agencies to set aside 20% of a redevelopment project's tax increment monies for low and moderate income housing to address the impact of redevelopment activities on affordable housing. State law sets forth a variety of options for localities to expend their housing funds, including the following:

- Land Disposition and Write-Downs
- Site Improvements
- Loans
- Issuance of Bonds
- Land and Building Acquisition by Agencies



↑ North

City of Poway

Figure 1
Regional Vicinity Map

- Direct Housing Construction
- Housing Rehabilitation Programs
- Rent Subsidies
- Predevelopment Funds
- Administrative Costs for Non-Profit Housing Corporations

The Poway Mayor/Redevelopment Agency appointed an eleven member Redevelopment Advisory Committee in 1989 to advise the Agency/City Council on matters affecting the Redevelopment Plan. The Committee has been selected to provide representation of project area residents, business owners, developers and other individuals impacted by the redevelopment process to provide the Agency with input representative of those affected by the Redevelopment Plan. The Committee's role is to provide recommendations to the Agency/Council regarding programs and proposals which will facilitate neighborhood revitalization and make available affordable housing to low and moderate income households. The Poway Affordable Housing Needs Assessment Report will provide the Committee with information on the specific housing needs of Poway residents, and assist them in making program recommendations to the Agency pertaining to expenditure of the redevelopment set-aside fund.

B. Sources of Information

Several sources of information provided insights into recent demographic and housing trends that have taken place within the City. The 1980 Census was used as the base year for many of the tables constructed as part of this report. While the City of Poway did not incorporate until after the 1980 census was taken (December 1980), the 1982 Poway Housing Needs Assessment Report provides census data for the City's corporate boundaries through disaggregation of census tracts.

Current housing unit data was obtained from the State Department of Finance, the SANDAG Regional Housing Needs Statement, and from City records and reports. Published data was compiled on for-sale and rental housing costs in Poway to obtain up-to-date cost data. A housing conditions survey was conducted by Cotton/Beland/Associates to assess the physical condition of the City's housing stock, and to identify potential rehabilitation target areas. Current demographic and household information have been obtained from estimates by Urban Decision Systems (UDS). UDS annually prepares demographic/household updates based on 1980 Census data and data supplied by Federal, State, county and City sources. As Poway has experienced significant growth and demographic change since 1980, projections based on the 1980 Census were augmented by a City-wide residential household survey.

Resident Survey

A telephone survey was conducted during May 1990 of 400 randomly selected Poway households to provide up-to-date information on the City's current

households. The survey questionnaire was developed to include questions related to household composition, housing unit characteristics, and housing affordability; a copy of the questionnaire and summary of survey results is included in the Appendix to this report. Data tabulations for the survey are found in a separate report titled "Telephone Survey Results" which can be referenced at City Hall. The statistical significance of the 400 household survey provides a confidence level of 95 percent, plus or minus five percentage points, allowing the results of the survey to be used to estimate the characteristics of the entire community with a high degree of accuracy. The Resident Survey serves as the primary data source for defining the City's existing housing needs, and has been extensively utilized in preparing this Housing Needs Assessment.

In order to obtain information regarding the specific housing needs of the City's lower income households, the City-wide random survey was augmented with a special targeted sample of Very Low and Low Income households (generally households earning below \$30,000). A screening question was used to eliminate all respondents whose combined household size and income disqualified them as low income according to HUD definitions. A total of 165 interviews were completed with the lower income targeted sample. In order to increase the sample size of lower income households, the 165 targeted sample was supplemented with those households which qualified as lower income from the City-wide sample. This added 64 households to the lower income sample, for a total of 229 lower income households. The statistical significance of the 229 lower income household survey provides a confidence level of 95 percent, plus or minus seven percentage points.

While the results from both the City-wide and the lower income household sample can be used to estimate the characteristics of the entire City, the range of error does increase when evaluating survey responses for specific household subgroups, such as renters, due to the reduced size of cells. A minimum of 30 responses for a given cell was generally used as a threshold for inclusion in the analysis.

C. Organization of Report

The Poway Affordable Housing Needs Assessment is comprised of the following components:

1. An analysis of the City's population and employment characteristics and trends (Chapter II).
2. An analysis of the City's household characteristics including size, income, affordability, and special household needs (Chapter III).
3. An analysis of the City's housing stock including growth trends, price, condition, and regional needs (Chapter IV).

4. A review of potential constraints to meeting the City's identified housing needs, and an evaluation of opportunities that will further the development of new housing (Chapter V).
5. A series of program options to address identified housing needs (Chapter VI).

II. POPULATION CHARACTERISTICS AND TRENDS

A. Population Growth

The entire Southern California region, including San Diego County, is among the fastest growing in the nation. The older, well established metropolitan areas that comprise San Diego and Los Angeles have been extending outward from these central cities. The northern portion of San Diego County, western San Bernardino and Riverside Counties, and southern Ventura County are the most recent areas to be developed around the older urban cores of Los Angeles and San Diego.

Poway experienced its most rapid growth during the 1970s. During this decade, Poway's population increased from just under 14,000 persons to nearly 33,500 persons, representing a 139% increase. This growth greatly changed the appearance and functional characteristics of the community, and lead to the City's incorporation in December of 1980.

As illustrated in Table 1, population growth during the 1980s had slowed from the previous decade, but nonetheless remained strong as new housing development continued to attract additional residents to the City. The 1990 population of Poway is estimated by the California Department of Finance to be 44,368 persons, ranking Poway twelfth among the eighteen jurisdictions in the County. The rate of population growth experienced by Poway during the 1980s (32.7%) is comparable to that experienced County-wide (34.8%), though substantially below that experienced by other nearby North County jurisdictions (refer to Table 2). The particularly high growth rates the North County jurisdictions of Escondido, San Marcos, and Vista, in contrast to the lower growth rates of the South County locales of El Cajon, Santee and San Diego City indicate the greater incidence of new development in the North.

SANDAG's Series 7 Regional Growth Forecast provides population projections for the years 1986-2010. According to Series 7, Poway is expected to grow to 48,277 persons by 2010, approximating buildout under the City's General Plan under the medium growth scenario. Based on recent levels of development activity in Poway, it is however likely the City will achieve residential buildout prior to 2010. Factors which may influence the rate of future growth in Poway include the availability of land for future development, the availability of infrastructure (e.g. sewer) to serve new development, the price of housing, interest rates and the overall economy.

B. Age Composition

Table 3 illustrates the age distribution of Poway's residents in 1980 and 1990 as estimated by Urban Decision Systems. The median age in Poway in 1980 was 28.8, comparable to the County-wide median age of 28.7 years. Consistent with the overall aging of the country's population City's median age is estimated

**TABLE 1
CITY OF POWAY
POPULATION GROWTH TRENDS**

	1970(a)	1980(b)	1985(c)	1990(c)	% Change 1970-80	% Change 1980-90
Population	13,971	33,436	36,754	44,368	+139%	+33%

- Source: (a) City of Poway Housing Needs Assessment Report, 1982. Includes census tracts 170.01, 170.02, 170.03 and 170.04 which approximate the City's corporate boundaries.
- (b) City of Poway Housing Needs Assessment Report, 1982. 1980 population estimate obtained by disaggregating census tracts and block groups to approximate the City's corporate boundaries.
- (c) State of California, Department of Finance, Controlled Population Estimates for 1-1-85 and 1-1-90.

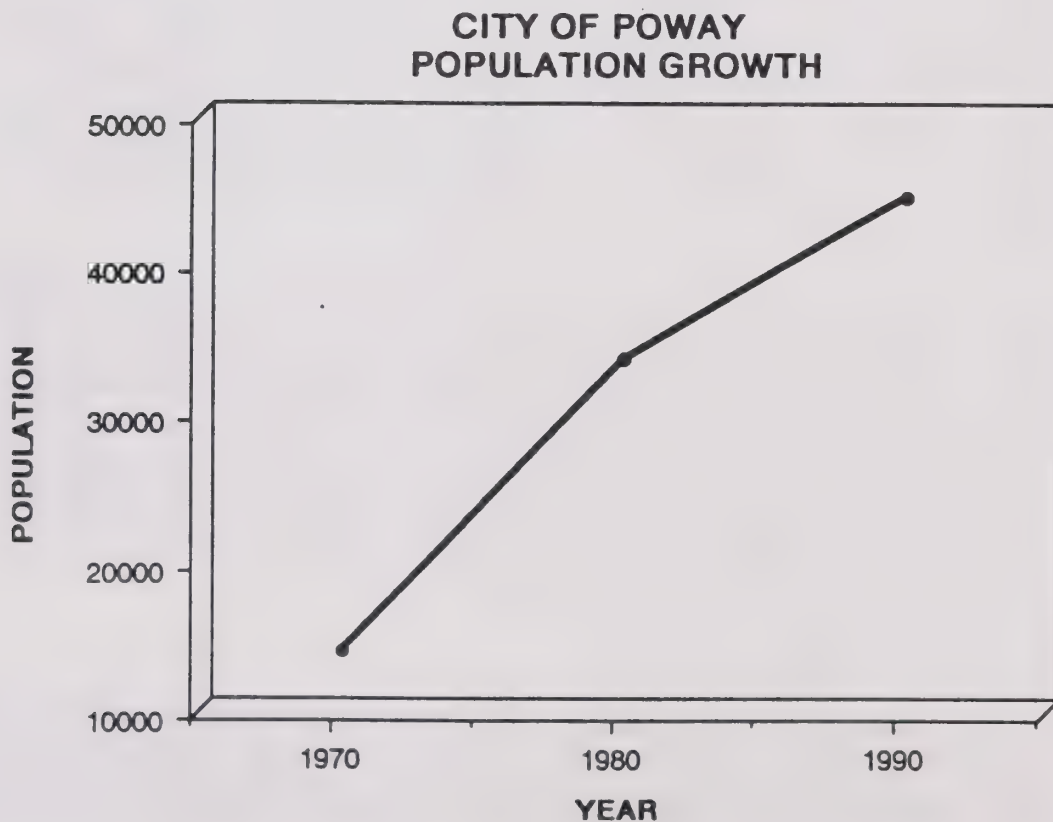


TABLE 2
POPULATION TRENDS: POWAY AND SURROUNDING AREAS
1980 - 1990

Jurisdiction	1980(a)	1990(b)	% Change
Escondido	64,355	104,213	+61.9%
Poway	33,436	44,368	+32.7%
San Diego City	875,438	1,118,282	+27.7%
San Marcos	17,479	37,020	+111.8%
Santee	41,796	53,737	+28.6%
Vista	35,834	67,832	+89.3%
San Diego County	1,861,846	2,509,914	+34.8%

Source: (a) U.S. Department of Commerce, Bureau of the Census 1980 Census Report.

(b) California Department of Finance, Controlled Population Estimates for 1-1-90

TABLE 3
CITY OF POWAY
AGE CHARACTERISTICS

Age Range	1980		1990	
0-5	2,842	8.5%	3,727	8.4%
6-13	5,216	15.6%	6,788	15.3%
14-17	3,009	9.0%	3,283	7.4%
18-20	1,805	5.4%	1,509	3.4%
21-24	1,839	5.5%	1,819	4.1%
25-34	5,784	17.3%	6,345	14.3%
35-44	5,383	16.1%	9,894	22.3%
45-54	3,110	9.3%	4,481	10.1%
55-64	2,408	7.2%	3,239	7.3%
65+	2,040	6.1%	3,283	7.4%
Totals	33,436	100.0%	44,368	100.0%
Median Age:		28.8		33.0

Source: Urban Decision Systems, Demographic Trends: 1980-1990-95 age distribution applied to 1980 and 1990 City population estimates.

to have increased to 33.0 years in 1990. This increase in median age is reflective of a proportional decrease in residents under the age of 35 from 61.3% in 1980 to 52.9% in 1990, and is likely a reflection of the aging in place of families that moved to the City during the 1970s when much of the City's housing was constructed. The aging of the City's population may also be indicative of the limited housing opportunities available to young families with children and first time homebuyers in Poway. In contrast to the proportional decline evidenced in the 25-34 age group, Poway experienced significant growth in its 35-44 age cohort, a group who can generally afford to spend more on housing costs.

The proportion of residents 65 years of age and above in Poway in 1980 was 6.1%, significantly below both that in the County (10.3%) and the State (9%). The predominance of larger single-family units, combined with limited rental opportunities may contribute to the relatively low incidence of seniors in Poway. According to the Poway Telephone Survey, a large number of the City's elderly reside in one of Poway's four mobilehome parks. The number of elderly in Poway increased by over 1,200 persons between 1980-1990, and now comprise 7.4% of the City's 1990 population. The proportion of elderly can be expected to continue to grow as those persons between the age of 35-64 (40% of the population) grow older, consistent with nationwide trends of a large aging population.

C. Race and Ethnicity

Table 4 presents the race and ethnic make-up of Poway residents in 1980 as presented in the census, and in 1990 as provided by the resident survey. As this table reveals, the majority of Poway's population is White, comprising 94.8% of the City's 1980 population. This high incidence of Whites is comparable to other surrounding North County jurisdictions, although significantly above the 81.3% Whites County-wide. The resident survey indicates the proportion of Whites has remained constant since 1980.

The second largest ethnic group in the City is persons of Spanish/Hispanic origin, representing 5.3% of Poway's 1980 population, and increasing slightly to 5.8% in 1990; this is substantially below the County-wide proportion of 17%. Poway has experienced both a numeric and proportional decrease in persons of Asian/Pacific Islander heritage from 2.8% in 1980 to 1.8% in 1990. In contrast, "Other" ethnic groups have increased from .5% to 1.3% of the population. Blacks have remained a constant 1.3%, while American Indians have increased slightly from .6% to .8% of the City's population.

D. Employment

One factor that can contribute to an increase in housing demand in an area is an expansion in the local employment base. Poway is not a major employment center. According to SANDAG, an estimated 9,513 jobs were located in Poway in 1988, in contrast to approximately 25,000 residents of working age. Based on

TABLE 4
CITY OF POWAY
RACE AND ETHNICITY: 1980-1990

Race/Ethnicity	1980(a)		1990(b)	
	# Persons	% Total	# Persons	% Total
White	31,697	94.8%	42,061	94.8%
Black	435	1.3%	577	1.3%
American Indian	201	0.6%	354	0.8%
Asian/Pacific Islander	936	2.5%	799	1.8%
Other	167	0.5%	577	1.3%
TOTAL	33,436	100.0%	44,368	100.0%
Spanish/Hispanic	1,772	5.3%	2,573	5.8%

Source: (a) Urban Decision Systems, Demographic Trends: 1980-1990-1995 Race and Ethnicity data applied to 1980 City population estimates.

(a) Proportional distribution of racial breakdown defined by Poway Affordable Needs Assessment Telephone Survey applied to 1990 population total for City.

Note: In the 1980 Census, a large percentage of Spanish Origin persons classified themselves as Other, rather than White, Black, Asian, or American Indian. To bring data in line with current Bureau of the Census practice, Spanish/Hispanic respondents have been redistributed among the other racial categories based on their overall proportion in the area being analyzed, as well as being separated out as "Spanish/Hispanic." The population identified in the Spanish/Hispanic category are therefore not counted in the total.

the significant opportunities for industrial development in the 2,500 acre South Poway Planned Community, the City's employment base will substantially expand from 1988 levels, particularly in the manufacturing and warehouse sectors. SANDAG projections reflect this employment growth, with over 12,300 jobs anticipated in Poway by the year 1995.

Poway's 1988 employment base is presented in Table 5. The thrust of economic activity in Poway is in the services and retail trade sectors, comprising nearly 60% of the City's employment opportunities. The government/military sector also comprises a significant proportion of Poway's employment base (16.8%), largely comprised of City and School District employees.

TABLE 5
EMPLOYMENT BY INDUSTRY: 1988

Industry	Poway		San Diego County	
	# of Workers	% of Total	# of Workers	% Total
Ag, Forestry, Fishing & Mining	421	4.4%	27,007	2.3%
Construction	959	10.1%	71,029	6.1%
Manufacturing	209	2.2%	133,183	11.5%
Transportation, Communications and Utilities	165	1.7%	38,695	3.3%
Wholesale Trade	199	2.1%	44,054	3.8%
Retail Trade	2,525	26.5%	199,125	17.1%
Finance, Insurance & Real Estate	493	5.2%	73,635	6.3%
Services	2,945	31.0%	282,602	24.3%
Government, Military	1,597	16.8%	293,826	25.3%
TOTAL	9,513	100%	1,163,156	100%

Source: SANDAG INFO Regional Employment Inventory, 1989.

III. HOUSEHOLD CHARACTERISTICS

The characteristics of the population provide an essential component toward the understanding of growth and change in a community. In addition, information collected on the household level provides a good base for the analysis of a community's housing needs. The Bureau of the Census defines a household as all persons who occupy a housing unit, which may include single persons living alone, families related through blood or marriage, and unrelated individuals living together. Employees or boarders residing within the primary housing unit are considered part of the same household; individuals who reside outside the primary dwelling unit (such as in a guest house) are considered a separate household. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

A. Household Composition

In 1980, there were a total of 10,380 households in Poway. According to the Department of Finance, the City had grown to 13,747 households in 1990, representing a 33% increase during the ten year period.

As presented in Table 6, families represented the City's predominant household type in 1980 (84.4%), significantly above the County-wide proportion of families (68.5%). Single-person households represented the second largest household group in Poway, comprising 10.5% of all households. An estimated 5.1% of the City's households fell within the "other" category, representing individuals who share a housing unit and are not related by blood or marriage.

Based on data provided by the resident survey (refer to Table 6), the proportion of family households in Poway has increased from 84.4 to 89.1 percent. While this increase in the proportion of family households could partially be reflective of a slightly higher response rate to the telephone survey by family households, it is likely reflective of the increase in single-family housing development which has occurred in the City. In contrast, the resident survey illustrates a decrease in single person households to 7.9% of the population, and a decrease in "Other" households to 3% of the population.

B. Household Size

Household size is an important indicator identifying sources of population growth as well as overcrowded individual housing units. A city's average household size will increase over time if there is a trend towards larger families. In communities where there are significant increases in multi-family units and/or where the population is aging, the average household size may actually decline.

Poway has traditionally had large households, reflective of the large proportion of family households and single-family dwelling units. The average persons per household in Poway in 1970 was 3.83 as compared to 2.95 in the County, and fell

TABLE 6
CITY OF POWAY
HOUSEHOLD CHARACTERISTICS: 1980-1990

Household Type	1980(a)		1990(b)	
	# Households	% Households	# Households	% Households
Families	8,760	84.4%	12,249	89.1
Singles	1,090	10.5%	1,086	7.9
Other	530	5.1%	412	3.0
Total	10,380	100%	13,747	100.0

Source: (a) Urban Decision Systems, Demographic Trends: 1980-90-95 Distribution of household types applied to 1980 City household estimates.
(b) Proportional distribution of household types defined by Poway Affordable Housing Needs Assessment Telephone Survey applied to 1990 household total for City.

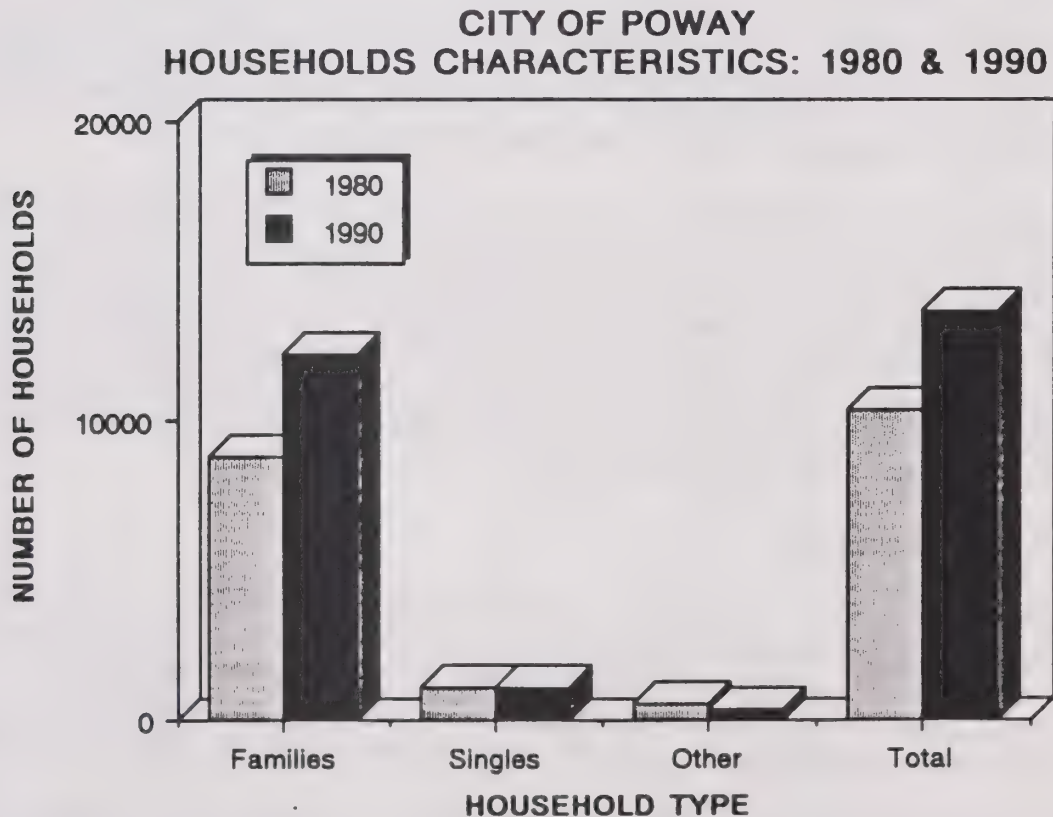
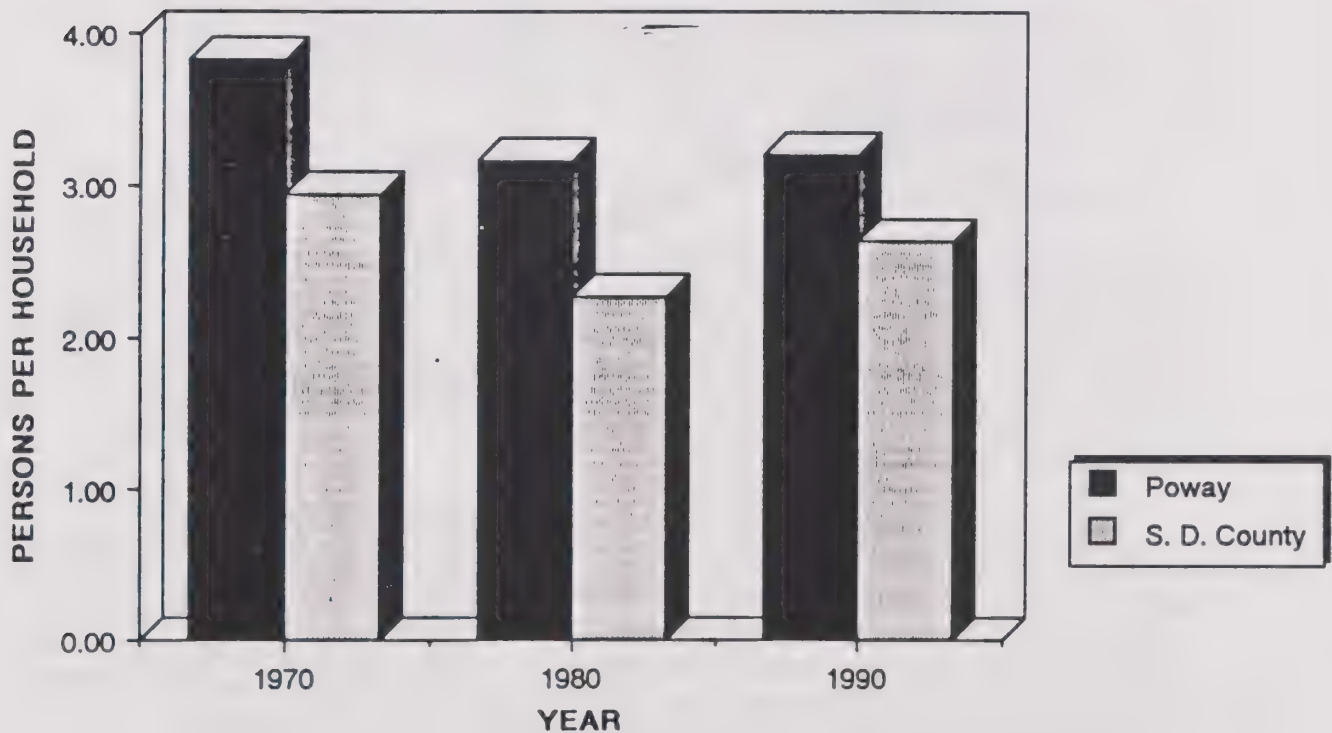


TABLE 7
HOUSEHOLD SIZE: 1970-1990

Jurisdiction	1970	1980	1990 (c)
Poway	3.83(a)	3.17(a)	3.21
San Diego County	2.95	2.26(b)	2.63

Source: (a) City of Poway Housing Needs Assessment Report, 1982.
 (b) U.S. Department of Commerce, Bureau of the Census, 1970 and 1980 Census Reports.
 (c) California Department of Finance, Controlled Population Estimates for 1-1-90.

PERSONS PER HOUSEHOLD: 1970, 1980 & 1990
POWAY AND SAN DIEGO COUNTY



to 3.17 in 1980, as compared to 2.26 in the County. This decline in household size is consistent with national trends towards smaller households. By 1990, both Poway and the County as a whole had experienced a slight increase in the average size of their households, with an average household size of 3.21 in Poway and 2.63 in the County. While the increase in household size county-wide is likely attributable to an influx of ethnic groups which historically have had large families (e.g. immigrants from Mexico, Central and South America), in Poway the slight increase in household size may be reflective of the greater incidence of family households combined with the larger size of newly constructed dwellings.

C. Overcrowding

The Census defines overcrowded households as units with greater than 1.01 persons per room, excluding bathrooms, hallways and porches. Overcrowding reflects the inability of households to buy or rent housing which provides reasonable privacy for their residents. The 1980 Census reveals that 2.8% of the occupied housing in Poway was considered overcrowded; this reflects a substantial decrease from 1970 when the Census identified 8.9% of Poway's households as overcrowded. The incidence of overcrowding in Poway in 1980 was substantially below the County average of 5.9%.

The 1990 City-wide resident survey correlated the number of rooms per household with the number of occupants in order to assess current overcrowding. Based on the Census definition of overcrowding, the rate of overcrowding in Poway had further declined to 2.5%.

D. Household Income

An important fact with respect to housing affordability is household income. While upper income households have more discretionary income to spend on housing, low and moderate income households are more limited in the range of housing they can afford. The presence of a large number of low and moderate income households in a region where housing costs are high is indicative of a high level of housing overpayment.

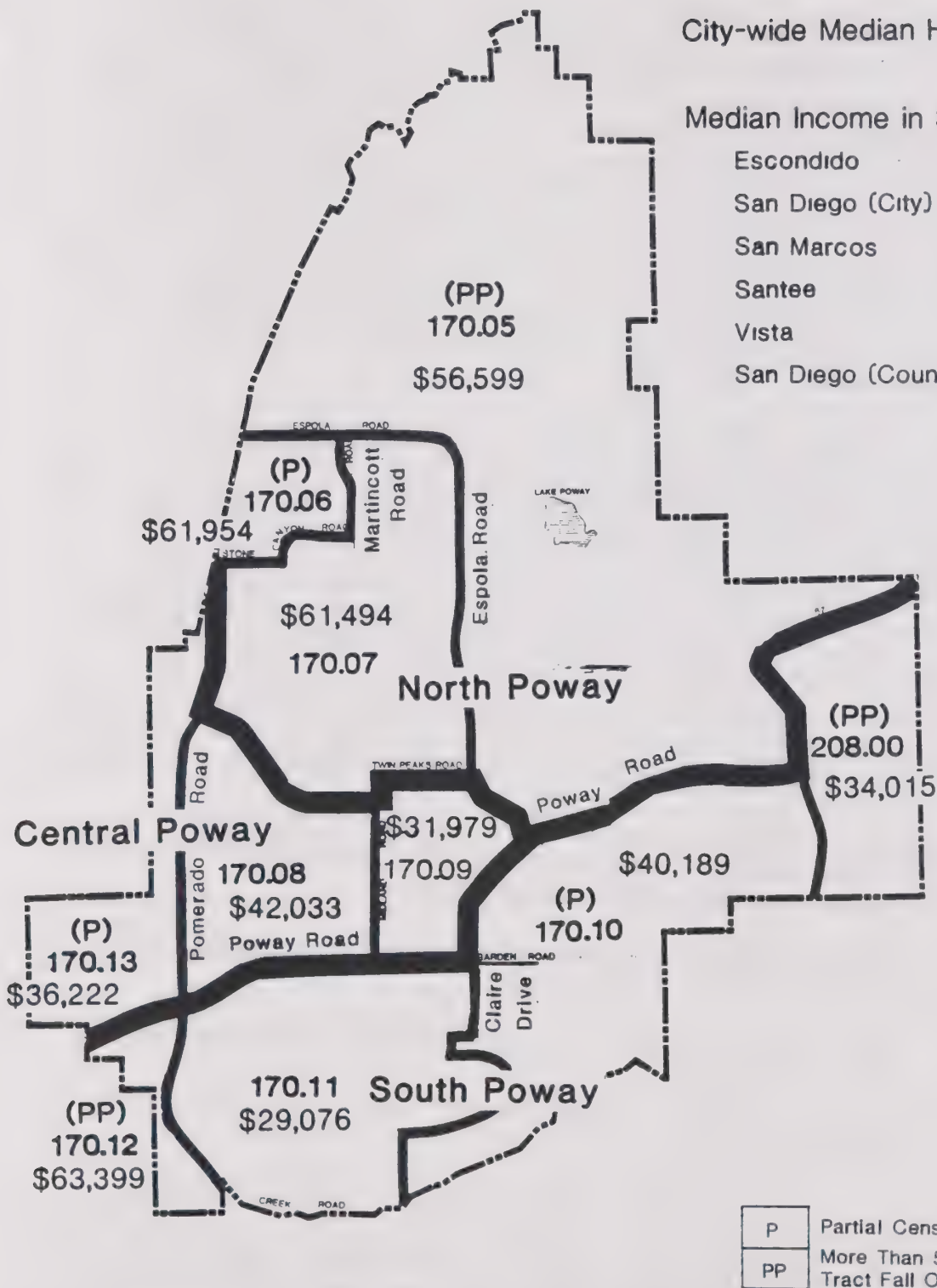
The 1988 median household income for the San Diego region was estimated to be \$29,755 (based on 1987 dollars), according to SANDAG estimates. The City of Poway had the highest income of all incorporated jurisdictions in the County, with an estimated median household income of \$45,837 in 1988. (Figure 2 presents 1988 household income estimates for other nearby jurisdictions). Poway experienced the greatest percentage increase in real income between 1980-1988 of any San Diego county jurisdiction, increasing 11 percent during the eight year period, compared with a one percent increase County-wide.

In addition to preparing income estimates for jurisdictions, SANDAG also estimated incomes by census tract, as presented in Figure 2. (It should be noted however that several of the City's census tracts encompass areas outside the

City-wide Median Household Income:
\$45,837

Median Income in Surrounding Areas

Escondido	\$27,460
San Diego (City)	\$28,480
San Marcos	\$31,136
Santee	\$35,395
Vista	\$24,997
San Diego (County)	\$29,755



SOURCE: 1988 Household Income Estimates, Source Point, September 1989

0 8000
scale in feet
cbsa ↑ North

City of Poway

Figure 2
1988 Median Household Income by Census Tract
(based on 1987 dollars) and in Surrounding Areas

City's corporate limits, and may contain households with differing household income characteristics than Poway households - these tracts are designated as partial tracts on Figure 2). Incomes vary significantly by geographic jurisdiction in the City. Households in North Poway earned the overall highest incomes in the City, with median household incomes in excess of \$56,500. In contrast, median household incomes in the census tracts which comprise Central Poway ranged from approximately \$32,000-\$42,000, still well above the County median. The City's lowest income area was census tract 170.11 in South Poway with a median household income of \$29,076, slightly below that for the County. While tract 170.12 in South Poway exhibited a relatively high median income of \$63,399, this tract encompasses the relatively affluent community of Scripps Ranch, and households in this tract within the City limits likely have incomes which are more comparable to those in adjacent tract 170.11.

The Resident Survey provides updated information on household incomes in Poway. According to the City-wide random sample, household incomes had increased to a median of \$48,000 in Poway in 1989. (In contrast, the HUD 1989 median household income figure for San Diego County was \$36,700). As depicted in Table 8, approximately 10% of households surveyed earned less than \$20,000, with approximately 20% earning less than \$30,000. As could be expected, the median income of homeowners (\$54,900) was substantially higher than that for renters (\$37,000). Mobilehome occupants had the lowest median incomes (\$21,000), reflective of the large number of elderly in the City's mobilehome parks, many of whom are on fixed incomes. The median income of households with an elderly member was \$33,000, indicating that elderly mobile home residents tend to have lower incomes than the City-wide elderly population.

The Department of Housing and Urban Development (HUD) and the State Department of Housing and Community Development (HCD) have developed the following income categories and their definitions:

- Very Low Income- less than 50 percent of the regional (County) median
- Low Income- between 51 and 80 percent of the County median
- Moderate Income- between 81 and 120 percent of the County median
- Upper Income- greater than 120 percent of the County median.

In addition to these overall income breakdowns, HUD also considers household size in their definition of income categories. For example, an eight member household can earn up to \$25,650 in San Diego County in 1990 and be defined as Very Low Income, whereas a two member household can only earn up to \$15,550 and classify as Very Low Income, the assumption being that smaller households require less income than do large households. Considering HUDs

TABLE 8
CITY OF POWAY
1989 HOUSEHOLD INCOME DISTRIBUTION

Income Range	# Households	% Households
Less than \$18,000	1,031	7.5%
\$18,00 - \$20,000	330	2.4%
\$20,000 - \$23,000	330	2.4%
\$23,000 - \$26,000	619	4.5%
\$26,000 - \$29,000	206	1.5%
\$29,000 - \$31,000	330	2.4%
\$31,000 - \$33,000	495	3.6%
\$33,000 - \$35,000	165	1.2%
\$35,000 - \$37,000	330	2.4%
\$37,000 - \$40,000	289	2.1%
\$40,000 - \$45,000	1,636	11.9%
\$45,000 - \$50,000	1,842	13.4%
\$50,000 - \$75,000	3,478	25.3%
\$75,000 - \$100,000	1,113	8.1%
More than \$100,000	1,553	11.3%
TOTAL	13,747	100%
Median Income	\$48,000	

Source: City of Poway Affordable Housing Needs Assessment Telephone Survey.

factors for household size, the Poway's household income distribution can be divided into the four income categories through interpolation, as presented in Table 9.

According to the survey, only 7.5% of Poway households are Very Low Income, with an additional 7.5% which are Low Income. This represents a proportional decrease in lower income households from 1979 when Poway had 13% Very Low Income and 8% Low Income households (1982 Housing Needs Assessment Report). In contrast, Moderate Income households have increased from 18% in 1980 to 27% in 1990. Finally, the City has experienced a slight proportional decrease in Upper Income households from 61% to 58%, although the actual number of households in the Upper Income category has increased by over 1,600.

E. Housing Affordability

In 1980, State and Federal standards for housing overpayment were based on an income-to-housing cost ratio of 25 percent and above. Households paying greater than this amount have less income left over for other necessities such as food, clothing, utilities and health care. It is recognized, however, that Upper Income households are generally capable of paying a larger proportion of their income for housing, and therefore estimates of housing overpayment generally focus on lower income groups.

Since 1980, HUD has changed its standard of housing overpayment to 30 percent or more of household income. In addition to the basic rent or mortgage payment, HUD now includes other related housing costs such as utilities, parking costs, homeowner insurance and taxes, and homeowner association fees, in the calculation of total housing costs.

The Poway household survey collected information regarding rent and mortgage expenses, as well as other housing costs e.g. utilities, insurance, etc., for purposes of calculating housing overpayment. However, as a significant number of residents either declined or were unable to answer the set of information related to "other" housing costs, the sample size was substantially reduced. In order to maintain a statistically valid sample size, housing overpayment has been calculated using the 25% ratio of income to mortgage/rental costs, with "other" housing costs separately analyzed.

Housing overpayment varied significantly by tenure and income (see Table 10). Of the City-wide sample, 56% of all renter households overpaid for housing, as compared to 32% of owner households. Among the lower income sample, 87% of renters were paying more than 25% of their income on rental costs. The rate of housing overpayment among lower income homeowners was 32%, reflecting the large number of these households who have paid off their mortgages.

Housing overpayment also varied by unit type. Among the lower income sample, 95% of all mobilehome occupants overpaid for housing based on space rents and

**TABLE 9
CITY OF POWAY
1989 HUD INCOME GROUPS**

Income Group	1979 (a)		1989 (b)	
	Number of Households	Percentage of Households	Number of Households	Percentage of Households
Very Low Income (Less than 50% County Median)	1,349	13.0%	1,031	7.5%
Low Income (50-80% County Median)	830	8.0%	1,031	7.5%
Moderate Income (80-120% County Median)	1,869	18.0%	3,712	27.0%
Upper Income (Greater than 120% County Median)	6,332	61.0%	7,973	58.0%

1979 Median County household income: \$17,107

1989 Median County household income: \$36,700

Source: (a) City of Poway Housing Needs Assessment Report, 1982.

(b) City of Poway Affordable Housing Needs Assessment Telephone Survey

**CITY OF POWAY
1989 HUD INCOME GROUPS**

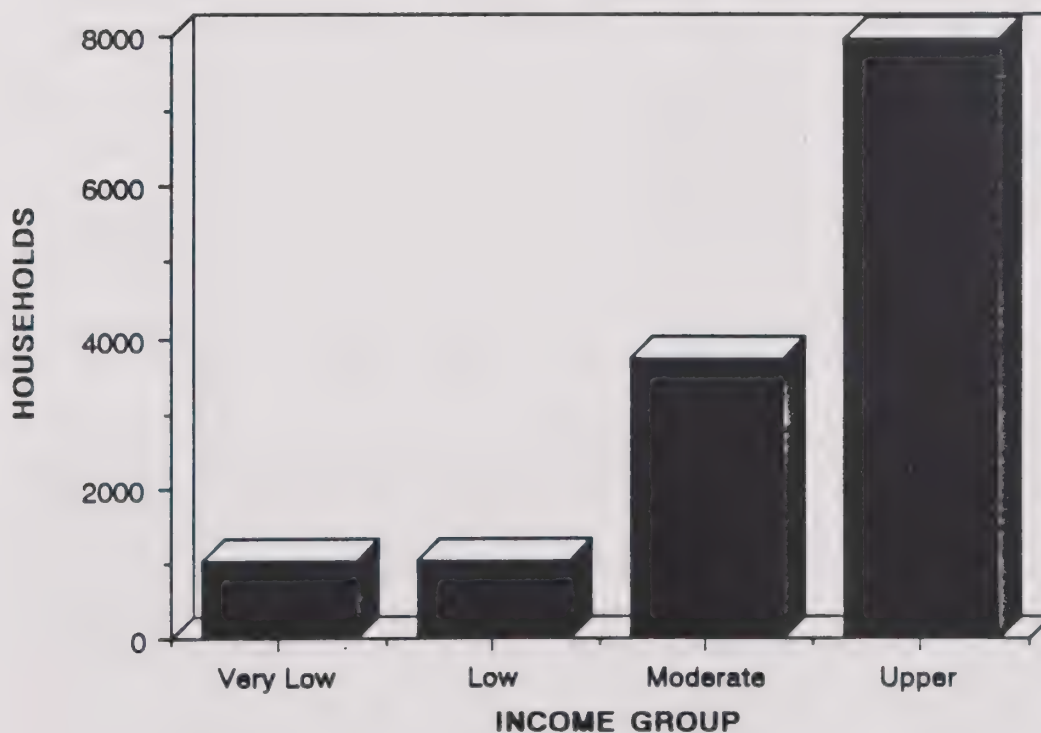


TABLE 10
CITY OF POWAY
HOUSING OVERPAYMENT

	% of Total Households Overpaying
Citywide Sample	39%
Owner	32%
Renter	56%
Low Income Sample	69%
Owner	33%
Renter	87%
Mobilehome Occupants	95%

Note: Housing overpayment defined as rent and/or mortgage costs which comprise 25% or more of total income.

Source: 1990 Poway Affordable Housing Needs Assessment Telephone Survey.

any outstanding mortgage costs on the coach. Lower income households residing in apartment buildings also experienced a high rate of housing overpayment, with 83% of these households overpaying for housing.

In terms of household type, lower income non-family households (two or more unrelated individuals) evidenced a higher incidence of housing overpayment (91%) than did family households (72%), or single person households (58%). Although there were less than 30 responses in this category, 12 (or 80%) of the 15 lower income Hispanic households that responded to the income and housing cost questions in the survey were overpaying for housing.

F. Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances. In Poway, these "special needs" households include the elderly, handicapped persons, large families, female-headed households, farmworkers and the homeless. The number of special needs households (or persons) in Poway is summarized in Table 11.

Elderly: The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. While the proportion of residents 65+ years of age in Poway was below that for the region in 1980 (6.1% in the City compared to 10.3% in the County), Poway has experienced significant growth in its elderly population during the 1980s. The number of elderly in Poway increased by over 1,200 persons between 1980-1990, and now constitute 7.4% of the City's 1990 population.

The results of the 1990 Resident Survey indicate while households with a senior member comprise 13% of the City's households, a much higher incidence of senior households are represented among lower income households. This is indicative of the overall lower incomes of senior households in Poway (\$33,000 median annual income) compared with City-wide incomes (\$48,000 median annual income). Based on rent and mortgage payments only, 21% of the City's households with a senior member overpay for housing, and 49% of the City's lower income senior households overpay. While this level of overpayment is actually below that for all households surveyed, based on the overall lower incomes of the City's senior households, "other" housing costs such as utilities and taxes may represent a significant financial burden for these households.

The vast majority of Poway households with a senior citizen member reside in single-family detached homes (71.7%), and to a lesser degree in single-family attached homes (15.1%), or mobilehomes (9.4%); only 3.8% of the City's senior households reside in apartments. Among lower income senior households, a much higher proportion reside in mobilehomes (54.5%) and apartments (14.8%), and a lesser proportion in single-family detached homes (23.9%) and single-family attached homes (6.8%) than do seniors City-wide.

TABLE 11
CITY OF POWAY
SUMMARY OF SPECIAL NEEDS GROUPS: 1990

Needs Group	Number of Households/Persons	% of Total Households/Population
Elderly Persons (65 +) (a)	3,283	7.4%
Handicapped Households (b)	206	1.5%
Large Families (c)	2,204	16.3%
Female-headed Households (d)	1,114	8.1%
Farmworkers (e)	421	4.4%
Homeless (f)	300	----

- Sources: (a) Urban Decision Systems, Demographic Trends: 1980-90-95. Proportion of elderly households in 1980 applied to Calif. Dept. of Finance 1990 population estimate (persons).
- (b) 1990 Poway Affordable Housing Needs Assessment Telephone Survey (households).
- (c) 1990 Poway Affordable Housing Needs Assessment Telephone Survey (households).
- (d) 1990 Poway Affordable Housing Needs Assessment Telephone Survey (households).
- (e) 1990 SANDAG Regional Housing Needs Statement (persons).
- (f) 1990 SANDAG Regional Housing Needs Statement (persons).

In addition to differences in dwelling unit type, the housing tenure of senior households in Poway also varies by income. The City-wide sample of households with a senior member indicates approximately 84% are homeowners, with the remaining 16% either renters of mobilehome occupants which pay space rents. Among the sample of lower income senior households, approximately 70% are renters, reflective of the high incidence of mobilehome occupants among this group.

Housing needs of the City's elderly can be addressed through the provision of smaller units/congregate housing, conservation of the City's existing mobilehome parks, rental subsidies, and housing rehabilitation assistance.

Handicapped: Physical handicaps can hinder access to housing units of traditional design as well as limit the ability to earn adequate income. The proportion of handicapped/disabled individuals is increasing nationwide due to overall increased longevity and lower fatality rates. The 1990 Resident Survey identifies 1.5% of the City's households as having one or more members which are confined to a wheelchair, translating to 206 households Citywide. Among Poway's lower income households, 3.5% had members who were confined to a wheelchair, reflective of the large proportion of lower income households with senior citizen members.

Housing opportunities for the handicapped can be addressed through the provision of affordable, barrier free housing. Rehabilitation assistance can be provided to disabled renters and homeowners for unit modifications, such as ramps, grab bars, widened doorways, etc. to improve accessibility. Handicapped accessible housing can also be provided via the development of senior citizen housing projects.

Large Families: Large families are identified in State housing law as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large households are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn accelerating unit deterioration. The Resident Survey identified 16.3% of the households surveyed as having five or more members, translating to 2,240 households Citywide. While this represents a significant increase in the proportion of households in this group (only 11.2% of the County's 1980 households had five or more members), the majority of Poway's housing stock has three, four or five bedrooms and is well suited to large families. This is confirmed by the low incidence of overcrowding in the City (2.5%). In addition, the Resident Survey indicates that the majority of Poway's large households are either upper income (74%) or moderate income (14%). The extent of lower income large families in Poway is thus somewhat limited, and their needs can be addressed through programs targeted at reducing the rent or mortgage costs of larger dwelling units in the community.

Female-Headed Households: Female-headed households tend to have low incomes, thus limiting housing availability for this group. The Resident Survey defined female-headed households as any household where a female was identified as the household head, and there was no male 18 years or older, unless the male was a child of the female head. Under this definition, female-headed households comprised 8.1% of the total households surveyed, translating to 1,114 households City-wide. The incidence of female-headed households among the lower income sample was much higher (31.1%), reflective of the larger proportion of elderly households among the lower income sample. The presence of female-headed households with children was nominal, representing 3.8% of the City-wide and 6.1% of the lower income sample. The incidence of male-headed households (no female 18 years of age or older, unless the female was a child of the male head) with children was even lower at 1.5% of the City-wide sample, and zero in the lower income sample. In summary, while the special needs to female-headed households are typically associated with the presence of children, Poway's female headed households are predominately elderly women.

The Resident Survey indicates the City's female-headed households generally have lower incomes and a higher rate of housing overpayment than do households Citywide. Nearly half (46%) of the female-headed households surveyed qualified as lower income, 38% of which were Very Low Income. Approximately 58% of the City's female-headed households overpaid for housing, as compared with 39% City-wide. Among the lower income sample of female-headed households, 62% overpaid for housing.

The housing affordability needs of Poway's female-headed households can be addressed through the expansion of existing affordability programs, such as rent limitations and/or subsidies. Housing opportunities for female-headed households with children can be addressed through the provision of affordable childcare, and through policies to locate family housing sites in close proximity to recreational facilities and public transit.

Farmworkers: The special housing needs of many agricultural workers stem from their low wages and the insecure nature of their employment. In San Diego County, documented and undocumented aliens from Mexico, Central and South America comprise a large portion of the county's migrant farmworkers. The migrant homeless population is particularly high in the North County area, where the county estimates there are approximately 12,000 people living mostly in the hills and canyons.

Like much of North County, Poway is characterized by open areas of undeveloped hillsides, providing an hospitable environment for migrant workers to establish temporary encampments. The 1990 SANDAG Regional Housing Needs Statement identifies 421 persons in Poway occupied in the farming, forestry and fishing occupations in 1988, representing 4.4% of the City's workforce, and 1.4% of the County's total agricultural workforce.

In an attempt to discern if migrant workers are residing on residential properties in the City versus primarily in the hillsides, the Poway Resident Survey asked survey respondents if they had any individuals living on their property outside the primary household. Of the four households that responded yes (1% of sample), two indicated that the individuals living outside the household were employees, one indicated they were relatives, and the fourth declined to specify the relationship. Of these individuals, one lived in a trailer, two lived in guest homes, and the fourth didn't specify the type of accommodations.

The housing needs of farmworkers are for affordable low cost housing, and housing tied to the agricultural operations which generate their presence in the local housing market. The City of Poway has appointed a Migrant Workers Task Force to study this population, and to develop recommendations to address their specific housing and social service needs.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homelessness are thought to include the general lack of housing affordable to low and very low income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill. According to SANDAG, the homeless population in the San Diego region is comprised of a variety of individuals including: families; single parents with children; single women and single men; farm workers; Vietnam veterans; employed, unemployed and the unemployable; mentally ill and developmentally disabled; alcoholics and drug abusers; runaways and throwaway youths; and victims of domestic violence. Families are considered to be the largest growing sector of the homeless population.

The most immediate needs of the homeless are generally for decent and sanitary shelter. This can take the form of emergency or transitional facilities. On a more long term basis, the homeless need to have the economic and sociological problems related to their homeless condition addressed. This includes the need for adequate employment, and can include the availability of transportation and childcare.

The precise number of homeless in Poway is difficult to quantify. The majority of the City's homeless are believed to be undocumented workers residing in the area's hillsides. Based upon information supplied by service providers and those who work with the homeless, the City estimates that up to 300 homeless individuals may reside within their jurisdiction. Through addressing the needs of Poway's migrant workers, the City's Migrant Workers Task Force will also address the needs of a large portion of the City's homeless population.

IV. HOUSING UNIT CHARACTERISTICS

A. Housing Growth

Like much of the North San Diego County area, Poway began experiencing a residential building boom during the 1970s, growing from a small rural town with 4,000 dwelling units in 1970 to an 11,000 unit residential suburb by 1980, representing an increase of 140%. Concerned by the rampant change this growth was causing, Poway residents sought to gain control over the future growth and development of their community, and achieved City status in December of 1980. From this point forward, the City of Poway sought to more carefully plan for development. Poway's 1990 housing stock of 14,036 units represents a 30.4% growth rate during the 1980-1990 period, comparable to the County-wide growth rate of 31.4% (see Table 12). In contrast, the North County jurisdictions of Escondido, San Marcos, and Vista experienced housing growth of 56%, 125% and 82% respectively, indicative of the strong development pressures in the North.

B. Housing Type and Tenure

While Poway has experienced significant growth in its housing stock, the composition of the housing stock has remained relatively unchanged. Single-family dwelling units continue to comprise 80 percent of the City's total housing stock (see Table 13). Significant growth in Poway's multi-family housing stock during the 1980s has resulted in a proportional increase from 14% in 1980 to 16% in 1990. Mobile homes comprise approximately 4% of Poway's total housing stock.

The tenure distribution of a community's housing stock (owner versus renter) influences several aspects of the local housing market. Residential mobility is influenced by tenure, ownership housing evidencing a much lower turnover rate than rental housing. Housing overpayment, while faced by many households regardless of tenure, is far more prevalent among renters. Tenure preferences are primarily related to household income, composition, and age of the householder.

While the number of housing units in the City have increased substantially over the past decade, Poway has remained a predominantly owner-occupied community. Of those City-wide households which participated in the telephone survey, over 73% own the unit in which they live. Of those homeowners, nearly 90% live in detached single-family homes, with the remainder living in attached single-family units. The sample of lower income households evidenced a much lower rate of homeownership, only 40% being homeowners. Of the lower income residents who are homeowners, a greater proportion live in condominiums or townhomes (20%) than in the City-Wide sample.

TABLE 12
HOUSING TRENDS: POWAY AND SURROUNDING AREAS
1980 - 1990

Housing Units			
Jurisdiction	1980(a)	1990(b)	%Change
Escondido	27,153	42,423	+56.2%
Poway	10,765	14,036	+30.4%
San Diego City	341,928	435,600	+27.4%
San Marcos	6,508	14,658	+125.2%
Santee	13,800	18,209	+31.9%
Vista	14,962	27,230	+82.0%
San Diego County	720,346	946,362	+31.4%

Source: (a) U.S. Department of Commerce, Bureau of the Census, 1980 Census Report.
 (b) California Department of Finance, Controlled Population Estimates for 1-1-90.

**PERCENT INCREASE IN HOUSING UNITS: 1980
 TO 1990 - POWAY AND SURROUNDING AREAS**

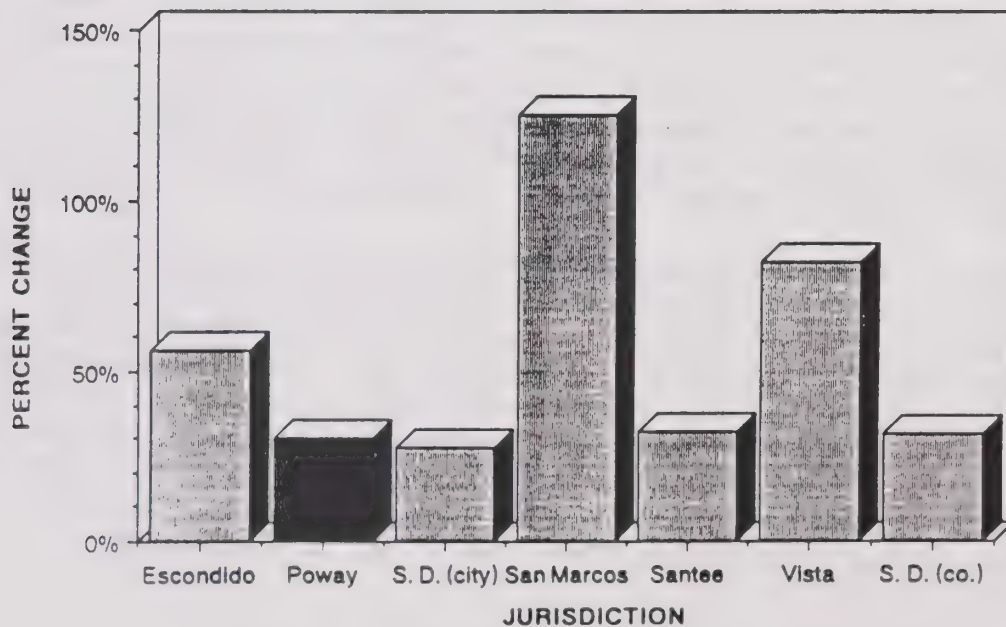
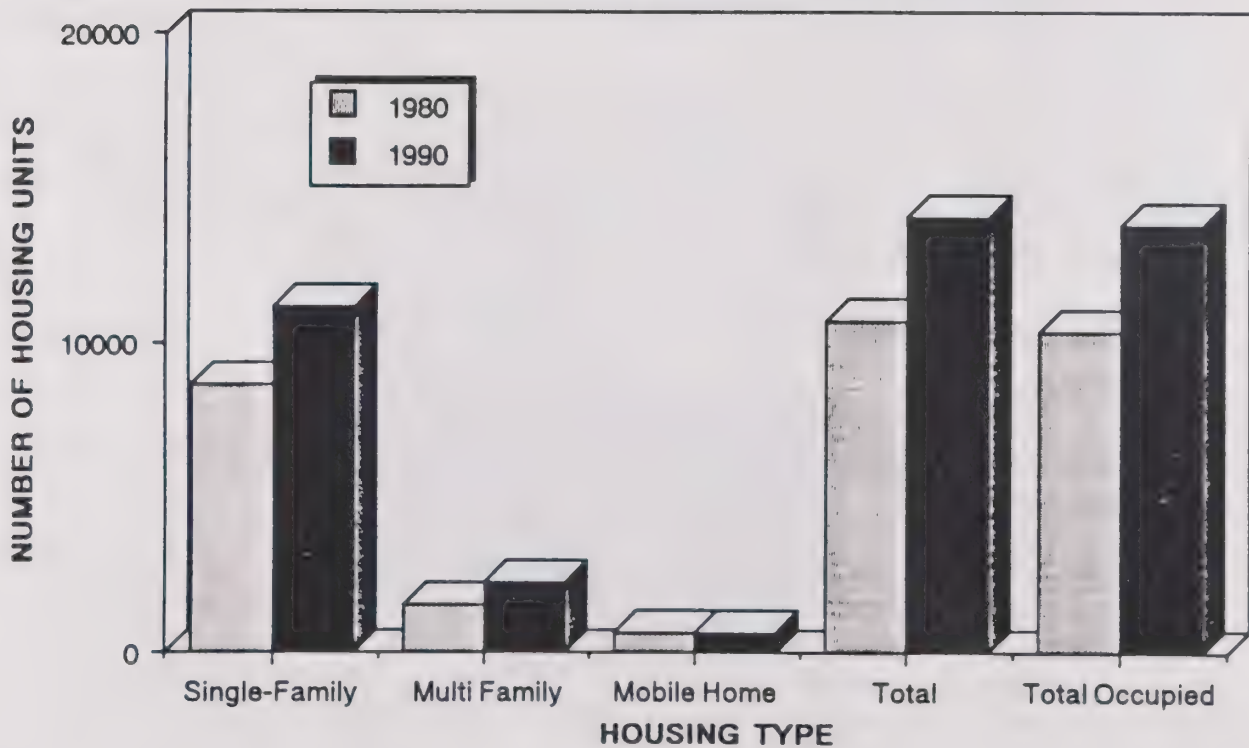


TABLE 13
CITY OF POWAY
HOUSING UNIT CHARACTERISTICS: 1980-1990

Housing Type	No. of Housing Units		Change 1980 - 1990	
	1980(a)	1990(b)	#	%
Single-Family (attached & detached)	8,612	11,173	+2,561	+29.7%
Multi-Family	1,507	2,275	+768	+51.0%
Mobile Homes	646	588	-58	-9.0%
Total Housing Units	10,765	14,036	+3,271	+30.4%
Total Occupied Units	10,380	13,747	+3,367	+32.4%
Vacancy Rate	3.56%	2.06%	N/A	N/A

Source: (a) City of Poway Housing Needs Assessment Report, 1982.
(b) State of California, Department of Finance, Controlled Population Estimates for 1/1/90.

CITY OF POWAY
HOUSING UNIT TYPES: 1980 & 1990



Of the approximately 26% of Poway's households which are renters, 43% reside in single-family homes, 8% in condominium/townhomes, 30% in apartment units, and 19% in mobile homes. Of the City's lower income renter households, a much higher proportion reside in mobile homes (46%) and apartment units (37%), and a much lower proportion reside in condominium/townhomes (6%) and single-family homes (11%).

C. Age and Condition of Housing Stock

Table 14 illustrates the period in which housing units were built in Poway. Reflective of the rapid growth in North County, San Diego during the 1970s and 1980s, over half of the City's housing units were constructed during the 1970s, with an additional one-quarter developed during the 1980s. Poway's pre-1970 housing stock consists predominately of suburban tract homes developed in the 1960s (18%) and 1950s (7%).

The accepted standard for major rehabilitation needs is after 30 years. In 1990, only eight percent of the City's housing stock was over 30 years old. However in ten years, over one-fourth of Poway's housing will be over 30 years old. This would indicate potential need for rehabilitation and continued maintenance of approximately 3,600 dwelling units by the year 2000.

A windshield survey was conducted by Cotton/Beland/Associates, Inc. in May 1990 to evaluate the structural condition of the City's housing stock. The survey focused on Poway's older residential neighborhoods developed in the 1950s and 1960s which City staff identified as exhibiting some degree of deferred housing maintenance. Based on exterior evaluation of these selected neighborhoods, each unit received a rating of "good," "adequate," "substandard, suitable for rehabilitation," or "substandard, not suitable for rehabilitation," as defined below. Multi-family residential structures and mobilehome parks were given a single condition rating. Residential structures with excessive clutter in their yards and/or deficient landscaping were considered to be in standard condition provided the residential structure met the necessary criteria.

The four categories used in the survey are as follows:

Rating

A Good Condition: Unit in good condition, with no outwardly apparent signs of decay.

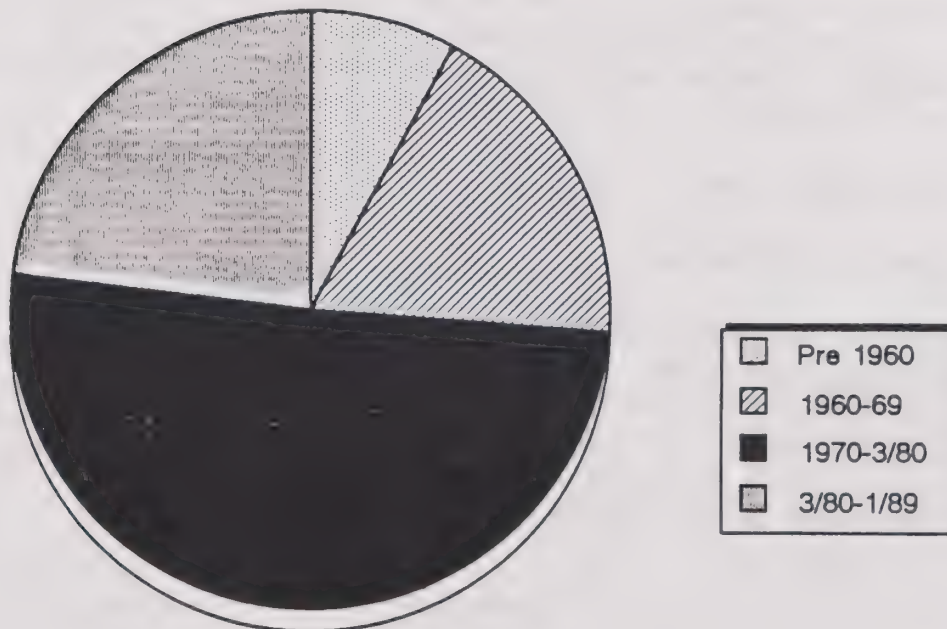
B Adequate Condition: Structure generally sound but in need of minor repair to correct deficiencies such as: a) patched, loose or missing roof material; b) paint cracking or peeling; c) broken or missing windows/screens; d) wood trim or siding worn, weathered or broken; e) porches or steps missing; f) loose or worn wiring.

TABLE 14
CITY OF POWAY
AGE OF HOUSING STOCK: 1990

Year Built	# Units	% of Total
1939 or earlier	87	.06%
1940-1949	48	.03%
1950-1959	938	6.7%
1960-1969	2,572	18.3%
1970-March 1980(a)	7,120	50.7%
March 1980-Jan.1989(b)	3,271	23.3%

Source: (a) City of Poway Housing Needs Assessment Report, 1982.
(b) Department of Finance, Controlled Population Estimates for 1/1/90.

CITY OF POWAY
AGE OF HOUSING STOCK: 1990



C Substandard Condition, Suitable for Rehabilitation: Structure contains one or more structural deficiencies such as: a) loose or protective surface; b) settled porch or roof; c) weakened structure or inadequate building foundation.

D Substandard Condition, Not Suitable for Rehabilitation: Structure contains major structural deficiencies which would cost greater than 50 percent of the home's value to repair.

These categories coincide with those approved by HUD and are used in the County's Housing Assistance Plan (HAP). Figure 3 depicts the results of the housing conditions survey. As illustrated by this figure, the vast majority of the City's older neighborhoods are in good condition. Most of the twelve neighborhoods surveyed did contain a few units rated as "adequate" (Level B), where minor signs of deferred maintenance were evident. Needed repairs were generally related to worn roofs and/or windows, with a significant number of units requiring new paint.

The survey did not identify any areas of concentrated housing deterioration, with one exception. Pomerado Oaks Mobile Estates (the southern most subarea on Figure 3) is an older trailer park which contains a mix of trailer types, many of which appeared substandard based on exterior inspection. While the 30 space trailer park does contain designated spaces for each trailer, the entire park is unpaved. South of the trailer park on the east side of Pomerado Road, a number of single-family homes and trailers are located off dirt roads. Approximately half of these units and trailers were substandard.

While the housing conditions survey revealed the majority of Poway's housing stock is in good condition, with such a large proportion of the City's housing nearing 30 years of age, the continued maintenance of the older housing stock will be essential to prevent widespread deterioration.

D. Housing Costs

Ownership Housing

Recent information on housing sales prices was obtained from the Southland Home Prices segment of the Los Angeles Times and is presented in Table 15. The data includes sales of new and existing detached single-family homes and condominiums sold by home builders, real estate agents and homeowners. Sales data is presented by zip code, which generally approximates the jurisdictional boundaries of the cities listed.

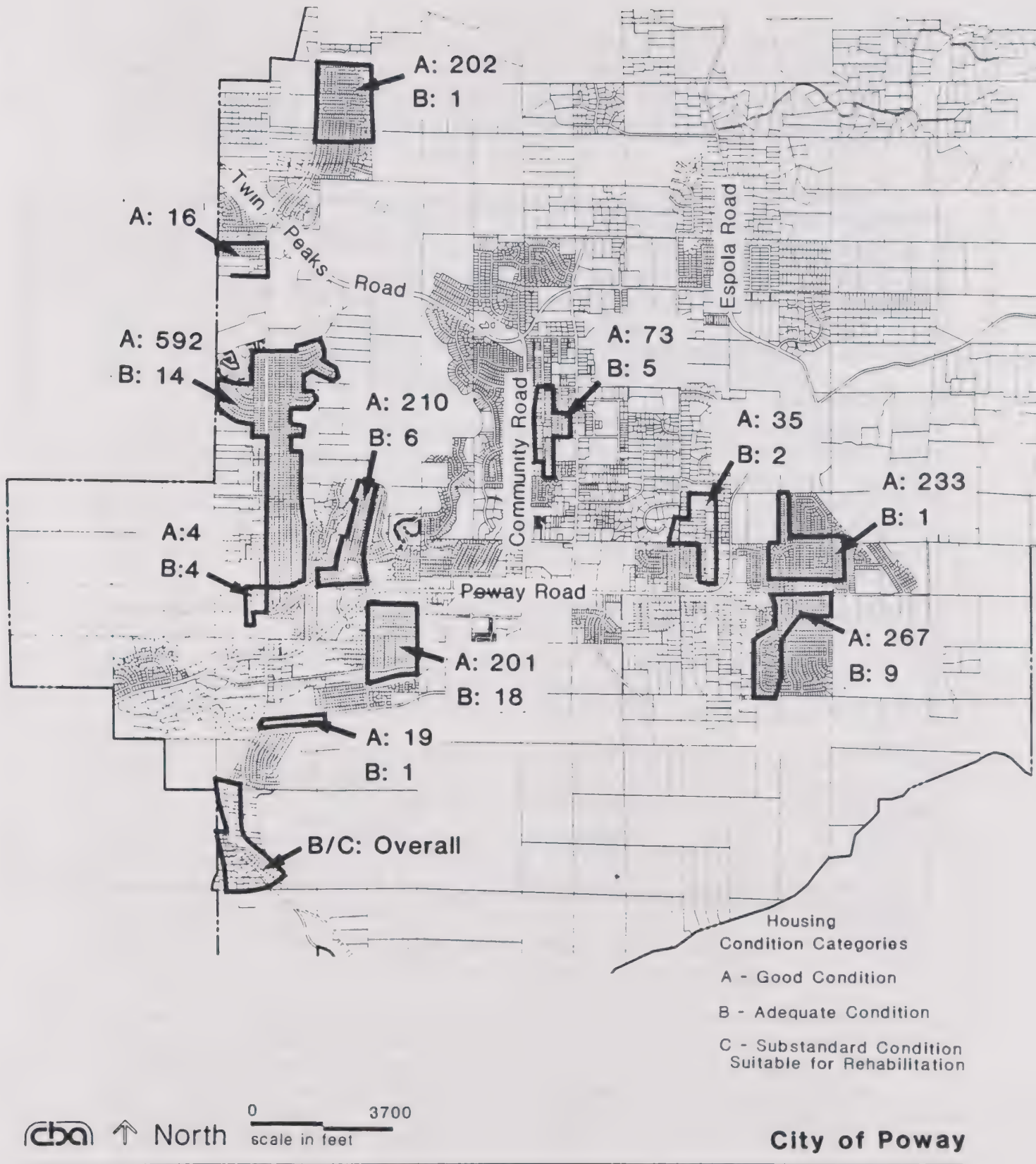


Figure 3
Housing Conditions Survey Results

TABLE 15
HOUSING SALES PRICES: POWAY AND SURROUNDING AREAS
MAY 1990

Jurisdiction	Zip Code(s)	Avg. Sales Price	Units Sold
Escondido	92025	\$203,752	102
	92026	\$179,895	44
	92027	\$151,012	63
Mira Mesa	92126	\$183,162	157
Poway	92064	\$226,233	84
Rancho Bernardo/Carmel Mountain Ranch (includes Saber Springs)	92128	\$204,444	38
Rancho Penasquitos	92129	\$183,680	127
San Marcos	92069	\$196,467	52
Santee	92071	\$137,458	121
Scripps Ranch	92131	\$222,532	21
Vista	92083	\$196,975	124
San Diego County	All Zip Codes	\$201,184	3,345

Source: Southland Home Prices Los Angeles Times, 6/24/90 (TRW Real Estate Market Information Services)

As illustrated in Table 15, the average selling price in May 1990 for homes in Poway was \$226,233, as compared to \$201,184 for all homes sold County-wide. In addition to being 11 percent above County-wide housing costs, the City's average housing price generally falls above the average housing prices for all of the surrounding jurisdictions.

In order to assess ownership housing costs associated with Poway's existing housing stock, the Poway Telephone Survey compiled information on monthly mortgage costs. The Survey reveals that of those households included in the City-Wide sample, the median monthly mortgage payment is \$943. Approximately 8% of the City's owner households have paid off their mortgages. In contrast, Lower Income homeowners have a much lower median monthly mortgage payment of \$254. Approximately one-quarter of these households have paid off their mortgages; of these households 70% are senior citizen households.

Among the City's mobile home occupants, approximately 45% have no outstanding mortgages on their mobile home coach. The average payment for residents who do owe on their coaches is \$242. Among lower income households, 65% have paid off their mobile homes mortgages, reflective of the larger proportion of senior citizens among this group. The average mortgage payment for lower income mobile home occupants is \$118.

Single-Family Housing: In order to obtain more detailed information on current housing costs in Poway by unit type and size, statistics have been compiled on the sales price of single-family homes sold in the City between April 1989 and March 1990; 1,116 residences were sold during this period. Sales information for single-family residences is presented in Table 16.

As Table 16 illustrates, single-family homes range in selling price from a low of \$50,000 to \$1,250,000, with a median selling price of \$222,000. The majority of homes sold in Poway were three- and four-bedroom units of approximately 2,000 square feet in size. Four-bedroom homes represented 53 percent of the units sold and commanded a median selling price of \$297,990. Three-bedroom homes comprised 37 percent of the units sold and evidenced a significantly lower median selling price of \$166,000. Though more limited in number, two bedroom homes offered a more affordable housing option, with a median selling price of \$135,000.

Condominium Units: In addition to single-family homes, condominium units provide an ownership alternative for smaller households. As illustrated in Table 17, 79 condominiums were sold in the City from April 1989 to March 1990. These units represent 6.6% of the total 1,195 ownership units sold in Poway during this time period. Two- and three-bedroom units accounted for 92 percent of the condominium units sold.

TABLE 16
CITY OF POWAY
SINGLE-FAMILY RESIDENTIAL SALES: 1989-1990

Number of Bedrooms	Number Sold	Home Price		
		Median	Average (Mean)	Range
2	46	\$135,000	\$143,420	\$69,000-\$250,000
3	408	\$166,000	\$201,837	\$50,000-\$675,000
4	590	\$297,990	\$305,224	\$100,000-\$1,250,000
5+	72	\$290,200	\$350,877	\$137,000-\$1,250,000
Totals	1,116	\$222,000	\$264,256	\$50,000-\$1,250,000

Number of Bedrooms	Square Footage		
	Median	Average (Mean)	Range
2	1,066	1,153	730-1,659
3	1,344	1,526	938-3,243
4	2,275	2,334	1,184-7,685
5+	2,764	2,768	1,152-6,088
Totals	1,847	2,019	730-7,685

Source: California Market Data Cooperatives, Inc., Single-Family Residential Sales Data Quarterly Reports for 4/89-3/90.
Compiled by Cotton/Beland/Associates, Inc.

TABLE 17
CITY OF POWAY
CONDOMINIUM SALES: 1989 - 1990

Number of Bedrooms	Home Price		
	Number Sold	Median	Range
2	32	\$130,000	\$64,500-\$175,000
3	44	\$139,000	\$70,500-\$174,990
4	3	\$178,000	\$109,900-\$180,000
Number of Bedrooms	Square Footage		
	Median	Average	Range
2	1,161	1,215	700-1,664
3	1,368	1,326	926-1,565
4	1,643	1,754	1,312-1,975
Totals	1,321	1,277	700-1,957

Source: California Market Data Cooperative, Inc. Condominium Sales Data Quarterly Reports for 4/89-3/90. Compiled by Cotton/Beland/Associates, Inc.

Sales prices for condominiums range from a median of \$130,000 for a two-bedroom unit, to a median of \$139,000 for a unit with three bedrooms. In contrast to single-family home prices, condominium prices were basically comparable for two bedroom units, but were 20% less expensive for three-bedroom and 68% less expensive for four-bedroom units. The City's condominium housing stock thus provides a more affordable home-ownership alternative to single-family homes, permitting a greater number of households to afford the option of home purchase.

Rental Housing

As presented in Table 18, rental housing costs in Poway are below that for the entire North County area. According to a January 1990 comprehensive rent survey conducted of apartment buildings with 25 or more units, the average rent in Poway was \$624 for an average sized unit of 851 square feet, as compared to the entire North County region which evidenced average rental rates of \$656 for units which average 844 square feet in size. Poway's apartment rents are particularly lower than the surrounding communities of Rancho Bernardo (\$773) and Carmel Mountain Ranch (\$732). The rent structure in Poway most closely resembles South County San Diego where the apartment rents average \$615.

In order to provide a more detailed breakdown of rental costs in Poway by unit type and size, data has been compiled from advertised rental units in the San Diego Union newspaper from January through May 1990. Due to differing price structures, rental rates have been tabulated separately for single-family and multi-family dwellings.

For purposes of rent tabulation, multiple-family units included apartments, condominiums, and townhouses. The majority of multi-family units advertised were one- and two-bedroom units. As shown in Table 19, the median rent for a one-bedroom multi-family unit was \$515, while the median rent for a two-bedroom unit was considerably higher at \$630. A limited range of one-bedroom units were advertised, and only one three-bedroom unit was listed, indicating a potential future need for apartment units for single persons and larger families.

The majority of rentals advertised in Poway were not, however, in multi-family units, but rather in single-family homes. As presented in Table 20, the range of single-family home rental prices varied greatly, from \$600 per month for a two-bedroom home to \$1,950 per month for a four-bedroom home. The overall median rent for a single-family home was \$1,000 per month. This survey indicates that rental opportunities currently exist in Poway for both small and large families seeking the amenities inherent in single-family homes.

TABLE 18
AVERAGE MONTHLY APARTMENT: POWAY AND SURROUNDING AREA
JANUARY 1990

Jurisdiction	Average Rent (Mean)	Average Sq.Ft.	% Rental Vacancy
Carmel Mountain Ranch	\$732	834	16.14%
El Cajon	\$534	817	2.18%
Escondido	\$595	852	3.80%
Poway	\$624	851	2.42%
Rancho Bernardo	\$773	947	7.03%
San Marcos	\$605	845	8.98%
Santee	\$589	838	1.33%
Vista	\$598	846	7.70%
San Diego Co-North	\$656	844	5.01%
San Diego Co-South	\$615	813	3.20%

Source: Rental Trends - Biannual Audit of Rental Housing in San Diego County, (Apartment Complexes with 25 or more units), Market Profiles, March 1990.

AVERAGE MONTHLY RENT: JANUARY 1990
POWAY AND SURROUNDING AREAS

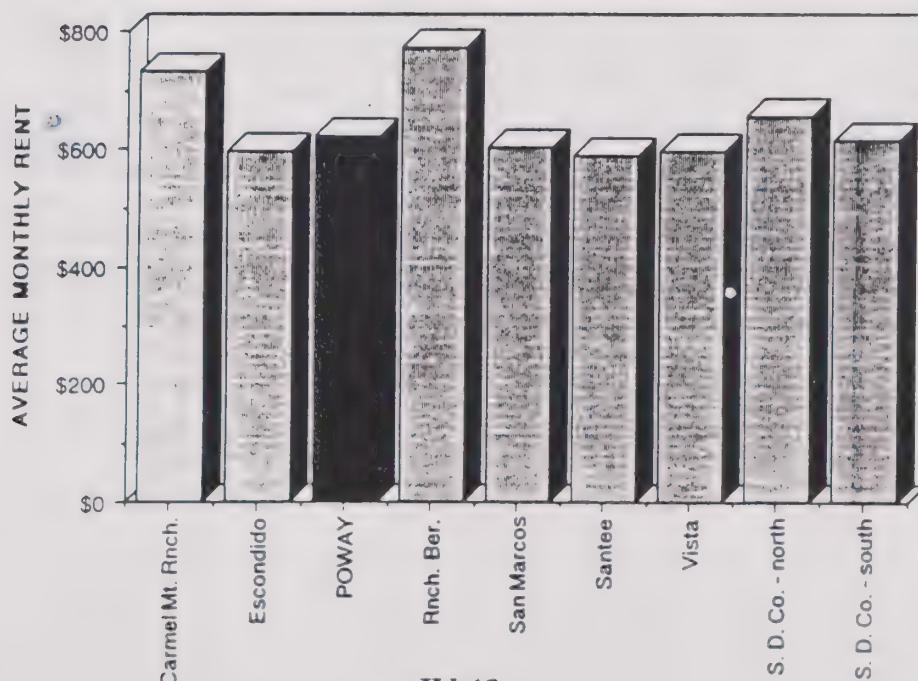


TABLE 19
CITY OF POWAY
MULTIPLE-FAMILY RENTAL RATES: JANUARY-MAY 1990

Number of Bedrooms	Median	Average	Range
1	\$515	\$520	\$450-\$600
2	\$630	\$634	\$475-\$825
Totals	\$575	\$577	\$450-\$825

Source: The San Diego Union, January - May, 1990. Compiled by Cotton/Beland/Associates, Inc.

TABLE 20
CITY OF POWAY
SINGLE-FAMILY RENTAL RATES: JANUARY - MAY 1990

Number of Bedrooms	Median	Average	Range
2	\$787	\$805	\$600-\$1150
3	\$1025	\$1033	\$850-\$1300
4	\$1087	\$1231	\$950-\$1950
Totals	\$1000	\$1005	\$600-\$1950

Source: The San Diego Union, January-May, 1990. Compiled by Cotton/Beland/Associates, Inc.

While mobilehome occupants are generally considered homeowners, in addition to any mortgage they may owe on their unit, they are also faced with paying mobilehome park space rents. According to City staff, rents for the 260 mobilehomes in the City-owned Poinsettia Mobilehome Park run \$325 monthly, \$400 per month for the 400 mobilehomes in Poway Royal, and \$150 per month for the 67 units in the Haley Mobilehome Park.

The Poway Household Survey documents a City-Wide median rent of \$663. Those renters who live in apartments, single-family homes or condominiums pay a median rent of \$800, while mobile home occupants pay a median of \$358 per month in space rents. In relationship to the City-Wide sample, households comprising the Lower Income sample generally pay lower rents due to their limited incomes. Median rent among low income non-mobile home renters is \$580, while space rents of mobile home occupants are actually higher than the City-wide sample at \$389. However, based on the limited number of mobilehome respondents in the City-wide survey (19), particularly in comparison with the lower income sample (75), survey statistics on mobilehome occupants on a City-wide basis can more easily be skewed from the actual median or average.

Other Housing Costs

In addition to monthly mortgage and rental payments, other related housing costs may contribute significantly to the total actual cost of housing. These include such items as utility bills, homeowner association fees, real estate taxes, property insurance, and parking costs.

According to the Poway Housing Survey, those costs which most substantially contribute to total housing costs are property taxes and insurance, and utilities. Median tax and insurance rates run \$1,500 annually for homeowners, and \$140 annually for owners of mobile homes. Among the lower income sample, taxes and insurance ran a median of \$750 for homeowners, and \$200 for mobile home owners. The median cost of gas and electricity in the City is \$75 per month, and \$40 per month for the Lower Income sample. Median water and sewer rates on a City-Wide basis are \$50, yet are significantly lower for the Lower Income sample which has a median rate of \$12. These lower utility costs among the City's lower income households are reflective of the large proportion of lower income renter households that have utilities included as part of their rent, and the high proportion of lower income households which reside in smaller units, e.g. mobile homes.

E. Share of Region's Housing Needs

Regional Housing Need

State law requires jurisdictions to provide for their share of regional housing needs. The San Diego Association of Governments (SANDAG) has determined the 1991-1996 needs for the City of Poway, and has estimated the number of households the city will be expected to accommodate during this period. Future housing needs reflect the number of new units needed in a jurisdiction based on households expected to reside in a jurisdiction (future demand), plus an adequate supply of vacant housing to assure mobility and new units to replace losses. These needs are forecast by the Regional Housing Needs Statement (RHNS), which considered on the regional and local level: market demand for housing, employment opportunities, availability of suitable sites and public facilities, commuting patterns, type and tenure of housing need, and housing needs of farmworkers.

According to the SANDAG model, housing to accommodate 2,163 households would need to be added to the City's June 30, 1991 total households by July 1996 to fulfill the City's share of regional housing needs. Based on the distribution of regional income, this total can be further divided among HUD's four income groups to identify the types of households to be provided for as follows:

TABLE 21
1991-1996 REGIONAL HOUSING NEEDS

Income Category	Number of Units
Very Low (0-50% County Median Income)	497 (23.0%)
Low (50-80% County Median Income)	368 (17.0%)
Moderate (80-120% County Median Income)	454 (21.0%)
All Other (Over 120% County Median Income)	844 (39.0%)
TOTAL	2,163 (100%)

Source: 7/16/90 Written correspondence from Mike McLaughlin, SANDAG, to Reba Wright-Quastler, City of Poway.

The intent of future needs allocations by income group is to relieve lower income impaction - the undue concentration of Very Low and Low Income households in a jurisdiction. Localities must fully address their existing needs in order to meet goals regarding avoidance of impaction to be achieved in the future period.

Fair Share Housing Need

In addition to regional housing need, further definition is given to the City's responsibility to share in the problem of providing adequate housing for the region's lower income households or "fair share". Fair share identifies the lower income households that need assistance and consists of two sets of needs: existing and growth. The fair share is allocated to each jurisdiction based on its population, housing, income, and employment characteristics. Thus, a standard is provided that defines the level of effort by a local agency that would be accepted as reasonable progress towards meeting its lower income housing needs.

The Regional Housing Needs Statement identifies a total of 4,518 fair share households in Poway during the 1991-1996 period comprised of 4,194 existing households and 324 new households. SANDAG has identified 2.5% per year as a "good faith effort" towards addressing fair share housing needs. Poway's five year fair share goals are thus to provide assistance to 528 households (2.5% of the total 4,211 households times five years).

V. HOUSING CONSTRAINTS AND OPPORTUNITIES

A. Market Constraints

The high cost of renting or buying adequate housing is the primary ongoing constraint to providing adequate housing in the City of Poway. High construction costs, labor costs, land costs and market financing constraints are all contributing to decreases in the availability of affordable housing.

Construction Costs: The single largest cost associated with building a new house is the cost of building materials, comprising between 40 to 50 percent of the sales price of a home. Overall construction costs rose over 30 percent between 1980 and 1988, with the rising costs of energy a significant contributor. Construction costs for wood frame, single-family construction of average to good quality range from \$45 to \$60 per square foot, custom homes and units with extra amenities running substantially higher. Costs for wood frame, multi-family construction average around \$42 per square foot, exclusive of parking.

A reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could result in lower sales prices. The availability of skilled construction crews who will work for less than union wages can reduce housing costs. Manufactured housing (including both mobile home and modular housing) can provide for lower priced housing by reducing construction and labor costs. An additional factor related to construction costs is the number of units built at the same time. As the number of units developed increases, construction costs over the entire development are generally reduced based on economies of scale. This reduction in costs is of particular benefit when density bonuses are utilized for the provision of affordable housing.

Land: Land costs include the cost of raw land, site improvements, and all costs associated with obtaining government approvals. According to the local development community, land is relatively expensive in Poway, a reflection of the strong demand for housing in the community. Large lot single family acreages of one gross acre and greater average between \$6.25-\$7.50 per square foot in Poway; the net usable acreage is however substantially less than a complete acre due to topographic constraints. The cost of land in single family tract developments ranges around \$12.50 per square foot. It is estimated that these costs contribute 25 to 30 percent to the final sales price of a new home in Poway. Left alone, the rapidly escalating market price of land will tend to encourage mainly higher priced development. Higher density zoning could reduce the cost per unit of land, but land zoned for higher densities commands a higher market price. For this reason, density bonuses rather than zoning changes may be the preferred vehicle for reducing land costs.

Financing: While interest rates have fallen more than 10 percent from their near 20 percent high in the early 1980s, they still have a substantial impact on housing costs which is felt by renters, purchasers and developers. It should be noted that most conventional financing is now variable rate. The ability of lending institutions to raise rates to adjust for inflation will cause many existing households to overextend themselves financially, as well as returning to a situation where high financing costs substantially constrain the housing market. An additional obstacle for the first-time home buyer is the downpayment required by lending institutions of between 10-20%.

Based on a 1990 regional median income of \$37,900, moderate income households (those earning between 80-120% of the regional median) can afford to pay up to \$1,137 in monthly housing costs (30% gross income). Assuming a 10% downpayment, and a 30 year mortgage at 10.5% interest, the maximum for-sale housing price affordable to moderate income households is \$148,800. Referencing the residential sales data presented in Tables 16 and 17 of this report indicates that two-bedroom, and some three-bedroom homes and condominiums meet this affordability criterion.

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements.

Contact was made with the City's major lending institution, Security Pacific Bank, to evaluate whether there are any underserved income groups in the community for new construction or rehabilitation loans. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose the number, amount, and location (by census tract) of mortgage and rehabilitation loans originated or purchased. Annual HMDA reports for Security Pacific Bank were reviewed to evaluate whether residential financing is generally available in Poway's lower income census tracts, consisting of tracts 170.09, 170.11, 170.12 and 170.13. HMDA reports for the years 1987-1989 indicated single- and multi-family mortgage loans had been issued in each of these census tracts, with a total of 92 loans originated during the three year period. Also during this time period, 16 home improvement loans were issued by Security Pacific in these census tracts. Combined with evidence of rehabilitation activity in these lower income census tracts, financing appears to be readily available.

Profit, Marketing and Overhead: Developer profits generally comprise 12-15 percent of the selling price of single-family homes and slightly lower for condominiums. However, in communities like Poway where the market demand for housing is high in comparison to the available housing supply, developers are able to command higher prices and realize greater margins of profit.

Rising marketing and overhead costs have contributed to the rising costs of housing. Inflation has spurred much of the increase in marketing and overhead. Intense competition among developers has necessitated more advertising, more glamorous model homes and more expensive marketing strategies to attract buyers.

B. Infrastructure Constraints

Adequate infrastructure and public services are necessary to accommodate future residential development. The deficiencies that presently exist as well as those in the future are primarily a result of recent growth and development pressures within the City, although increased consumption by existing customers is also a factor. The following sections discuss the availability of water, sewer, solid waste, and educational services to accommodate additional growth in Poway.

Water: Water for the City of Poway is provided by the Poway Municipal Water District, with some of the foothill and mountainous areas of the City served by wells. The City presently operates a water treatment, transmission and storage plant which treats raw water from the San Diego County Water Authority's aqueduct. The facility has a capacity of 30 million gallons per day. The City also provides up to 12 million gallons per day of treated water to the Ramona Water District. Present water usage includes agricultural irrigation as well as normal domestic use. Capital improvement projects will be necessary to expand the system in order to accommodate increased demand for water generated by new development.

Sewer: Sewer service for the City of Poway is primarily a collection and transmission system. Wastewater generated in Poway is transferred into the City of San Diego sewer system through the Penasquitos Interceptor sewer and treated at the Metro wastewater treatment facility in Point Loma. Some segments of the City's trunk sewer lines are at capacity flow, while other sections have the capability of accommodating additional flow. While limited residential growth can occur in specific areas with the construction of internal trunk sewers, additional sewer capacity will be required through either the Metro Treatment Plant or by reactivating the City-owned treatment plant as the City approaches its projected dwelling unit buildout, and increases occur in commercial and industrial development.

Education: Education in the City of Poway is provided primarily by the Poway Unified School District, however a small portion of northern Poway is within the Escondido Union High School District and the San Pasqual Elementary School District. Increases in the number of families with school-aged children in Poway have resulted in over-capacity conditions at schools within in the school districts which serve the City. The opening of two new schools 1991, Bernardo Heights Middle School and Rancho Bernardo High School located west of the Poway City limits, north of El Camino del Norte, will help to alleviate overcrowded conditions. There is also a dedicated elementary school site located north of

Twin Peaks Road in the Rancho Arbolitos Community. Additional sites are planned to be made available to the school district in the southern portion of the Bernardo Heights area near Pomerado Hospital.

C. Environmental Constraints

Significant portions of the remaining undeveloped land in Poway are exposed to a variety of environmental hazards and resources which may constrain the development of lower priced residential units. Although these constraints are primarily physical and hazard related, they are also related to the conservation of the City's natural resources.

Flood Hazards: The City of Poway is located within San Diego Flood Control District 1. This zone consists of four major creek watersheds: San Marcos, Escondido, San Dieguito, and Los Penasquitos. Poway is divided between the San Dieguito and Los Penasquitos watersheds.

The City of Poway participates in the National Flood Insurance Administration program through the Federal Emergency Management Agency (FEMA), which provides federal flood insurance subsidies and federally financed loans for property owners in flood-prone areas. To qualify for the program, the City must identify flood hazard areas and implement a system of protective controls, which must include stipulations regarding land uses within the designated flood plain and floodway. The U.S. Department of Housing and Urban Development (HUD), through the Flood Insurance Program, has identified those areas of the Poway planning area which are at risk due to periodic flooding, and where development should be constrained. These areas include Poway and Rattlesnake Creeks, each of which lie within the Zone 1 floodplain.

While in recent years Poway hasn't experienced flooding due to drought conditions, in the late 1970s and early 1980s significant flooding and related property damage did occur in Poway. Essentially, damage is done because homes and other structures are located in the floodplain without proper mitigation. The City's General Plan restricts land uses in the flood zone to very low densities.

Topography: Much of the City of Poway is characterized by hilly areas of considerable slope. Large areas of the City are characterized by topographic features which restrict the feasibility and density of development. In addition, the lack of adequate public services, and accessibility constrain the development of higher densities on much of Poway's vacant acreage.

Seismic Hazards: Like the entire Southern California Region, the City of Poway is located within an area of high seismic activity. No earthquake faults exist within the boundaries of the City of Poway. The primary seismic activity within the City is generated by the Elsinore, San Jacinto, and Rose Canyon faults. Potential seismic hazards in Poway include ground ruptures, groundshaking, liquefaction, landslides and seiches. Of these five, the City of Poway is most

susceptible to groundshaking and landslides in the event of an earthquake. The entire City can be expected to experience groundshaking during the occurrence of an earthquake along the region's three major faults.

Geology: Geotechnical conditions which influence development in Poway include: compressible soils; expansive soils; shallow groundwater; groundwater seepage potential; erosion and mudflows; slope stability; and, rippability (the ability to grade the site). In some instances, these geotechnical conditions may become development hazards if not properly identified and mitigated. In general, the soils of Poway pose problems for development as most are characterized by high shrink-swell behavior. Consequently, these soils do not capture run-off well, and are highly erosive. Furthermore, the instability of the soils are not generally suitable for septic tank support.

Urban/Wildland Fires: Fire poses a continual threat to the community, both in the developed and undeveloped areas. The Poway Fire Department is responsible for providing fire protection services to the Poway area. Areas of natural (though modified) vegetation occur in the eastern portion of the City area which make it susceptible to potential fire danger.

Urban fires have the potential to result in personal injury or loss of life, and damage or destruction of structures at high monetary costs. Certain urban development scenarios pose more difficult fire protection problems. These scenarios include multi-story, wood frame, high density apartment development; multi-story office, research and development structures; large continuous developed areas with combustible roof-covering materials; residential developments in outlying hillside areas with limited fire flows; and uses storing, handling, and using hazardous materials on-site.

Natural Resources: Areas with significant plant and animal species are present in the City, indicative of the community's rural character. The areas of highest sensitivity in Poway are the creekside oak woodland areas. These areas are particularly significant because they sustain the greatest variety of plant and animal life within the City. In addition, Poway's mountain regions are characterized by a variety of sensitive tree species including the California Live Oak and the Western Sycamore. Coastal sage scrub located in Poway provides habitat for the endangered black-tailed gnatcatcher, as well as other sensitive species. Large stands of trees comprised of mature oaks, sycamores and eucalyptus are also included among Poway's significant biological resources. Development standards will necessarily be more stringent in these sensitive areas to minimize potential adverse impacts to natural resources.

Hazardous Materials: Hazardous materials can be classified into four basic categories: toxins, flammables, irritants, and explosives. Because of their widespread use, it is assumed that each type of hazardous material is either transported through, used, or stored to some degree within Poway. The transport of hazardous materials to and from sites poses potential risks of upset. The

regional transportation routes which pass through the City include Highway 67, Route 5 (Espola Road), and Route 4 (Poway Road). The potential threats posed by transportation accidents involving hazardous material include explosion, physical contact by emergency response personnel, exposure to large segments of the population via airborne exposure, or release into drinking water sources. The developing South Poway Industrial Area will introduce a greater variety of manufacturing industries into the City, thus increasing the presence of hazardous materials. The General Dynamics facility located just south of this area outside the City's corporate limits may transport explosive materials through the City along Pomerado Road.

D. Residential Land Inventory

An important component of a housing needs assessment is an inventory of land available for residential development. As part of the 1986-2010 Regional Growth Forecast, SANDAG has developed an inventory of vacant land for each jurisdiction. The vacant land inventory is broken down by land use category according to each community's General Plan. This vacant land inventory then serves as one of several factors SANDAG utilizes in developing the regional housing needs for each jurisdiction.

Table 22 presents the inventory of vacant, residentially planned land in Poway developed by SANDAG. Of the approximately 18,700 acres of vacant land in Poway, nearly 60% is unusable, primarily due to severe topographic or resource constraints. The majority of this open space is located in the mountains that surround Poway on the north, east, south and to a certain extent on the west. Of the vacant land which is usable, the vast majority is planned for residential development, residential uses comprising 6,781 of the total 7,477 unconstrained acres . Consistent with the City's existing development pattern, planned residential development in Poway will remain predominately single-family. Low Density rural residential development (1.0 acre minimum parcel size) is planned for 5,466 acres, and will be predominately located in the City's hillside areas. Single family subdivisions comprise 1,278 acres of vacant land, while multi-family apartments and condominiums comprise 37 acres.

TABLE 22
CITY OF POWAY
VACANT RESIDENTIAL LAND INVENTORY: 1986

Corresponding General Plan Categories		Gross Acres
Total Vacant Acreage		18,728
Developable Residential Acreage		6,781
Low Density Single Family	(RR-A, RR-B, RR-C)	5,466
Single Family	(RS-2, RS-3, RS-4, RS-7)	1,278
Multi-Family	(RC, RA)	37
Developable Non-Residential		696
Unusable Acreage		11,251

Source: Mike McLaughlin, Senior Regional Planner, SANDAG.
SANDAG Regional Growth Forecast 1986-2010, July 1988.
City of Poway Planning Department.

E. Energy Conservation

As residential energy costs continue to rise, increasing utility costs reduce the affordability of housing, thus aggravating the City's current shortage of affordable units. The City has many opportunities to directly affect energy use within its jurisdiction. In addition to required compliance with the building Code and Title 24 of the California Administrative Code relating to energy conservation, the City's General Plan Energy Element sets forth goals and policies which encourage the conservation of non-renewable resources in concert with the use of alternative energy sources to increase energy self-sufficiency. In large part, energy savings and utility bill reductions can be realized through the following energy design standards:

Glazing - Glazing on the south facing exterior walls allows for winter sun rays to warm the structure. Avoidance of glass on the west side of the unit prevents afternoon sun rays from overheating the unit.

Landscaping - Strategically placed vegetation reduces the amount of direct sunlight on the windows. The incorporation of deciduous trees in the landscaping along the southern area of units reduces summer sun rays, while allowing penetration of winter rays to warm the units.

Building Design - The implementation of roof overhangs above southerly facing windows shields the structure from solar rays during the summer months.

Cooling/Heating System - The use of attic ventilation systems reduces attic temperatures during summer months. Solar heating systems for swimming pool facilities saves on energy costs. Natural gas is conserved with the use of flow restrictors on all hot water faucets and shower heads.

Weatherization Techniques - Weatherization techniques such as insulation, caulking, and weatherstripping can reduce energy use for air-conditioning up to 55% and for heating as much as 40%. Weatherization measures seal a dwelling unit to guard against heat gain in the summer and prevent heat loss in the winter.

Efficient Use of Appliances - Each household contains a different mixture of appliances. Regardless of the mix of appliances present, appliances can be used in ways which increase their energy efficiency. Unnecessary appliances can be eliminated, proper maintenance and use of the stove, oven, clothes dryer, clothes washer, dishwasher, and refrigerator can also reduce energy consumption. New appliance purchases of air-conditioning units and refrigerators can be made on the basis of efficiency ratings. The State prepares a list of air-conditioning and refrigerator models that detail the energy efficiency ratings of the product on the market.

Efficient Use of Lighting - Costs of lighting a home can be reduced through purchase of light bulbs which produce the most lumens per watt, avoidance of multi-bulb fixtures and use of long life bulbs and clock timers on security buildings.

Load Management - The time of day when power is used can be as important as how much power is used. Power plants must have enough generating capacity to meet the highest level of consumer demand for electricity. Peak demands for electricity occur on summer afternoons. Therefore, reducing use of appliances during these peak load hours can reduce the need for new power plants just to meet unusually high power demands. While San Diego Gas and Electric currently has adequate generating capacity to accommodate peak loads, adjusting consumer behavior now may forestall needs for expansion in the future.

VI. HOUSING PROGRAM OPTIONS

The purpose of this report has been to provide an assessment of the City's housing needs to serve as the basis for the Redevelopment Advisory Committee to develop program recommendations regarding expenditure of the set-aside fund, as well as assist the City in preparation of its Housing Element. While it is not the intent of the needs assessment to provide specific housing program recommendations, the following list of program options has been assembled for consideration by the Committee and City staff.

A. Rehabilitation Programs

Housing rehabilitation includes efforts to improve a property and alterations aimed at converting the type and number of units. While the majority of Poway's housing stock is in good condition, with such a large proportion of the City's housing nearing 30 years of age, the continued maintenance of the older housing stock will be essential to prevent widespread housing deterioration.

The following types of housing rehabilitation programs may be appropriate in Poway:

- Deferred payment and/or low interest rehabilitation loans offered to low and moderate income homeowners
- Deferred payment and/or low interest rental rehabilitation loans offered to property owners where a minimum of 50% of the tenants are low income
- Home repair grants for senior citizen and handicapped households for needed unit modifications
- Residential code enforcement combined with notification of available rehabilitation assistance

B. Conservation Programs

The existing affordable housing stock is a valuable resource that should be conserved, particularly in areas like Poway where new housing development is beyond the range of affordability for most low and moderate income households. Housing conservation may also entail subsidy to existing market rate units to provide affordability. The following strategies can assist in conserving affordable housing:

- City/Agency purchase of mobilehome parks and maintaining space rents at affordable levels

- City/Agency acquisition of single-family homes for rent to low/moderate income households at no greater than 30% of household income
- Rental vouchers for very low and low income households
- Enact an ordinance governing the demolition of housing units and conversion of housing to other uses
- Assist in efforts to preserve federally assisted housing which have the potential to convert to market rate
- Require deed restrictions or rent agreements on all housing which receives public subsidy
- Assist in marketing local senior citizen shared housing programs to allow seniors to remain in their homes

C. New Construction Programs

New construction is a major source of housing for prospective homeowners and renters. There are a variety of techniques localities can utilize to offer support for the development of affordable housing, including the following:

- Provision of sites through appropriate zoning, lot consolidation, land write-downs
- Density bonus incentives for the development of affordable and senior citizen units
- Equity sharing, downpayment assistance and/or mortgage interest rate write-downs for first time homebuyers
- Provisions for residential mixed-use in commercial projects
- Assist non-profit housing corporations in the development of affordable housing

D. Other

Other types of programs which do not presently qualify for redevelopment set-aside expenditures may be allowed at some point in the future. Although not presently an option, the following program is included as a potential future option:

- Provision of child-care facilities and/or services to support the needs of lower income households with children

Appendix A;
Summary of Telephone Survey Results

CITY OF POWAY
AFFORDABLE HOUSING NEEDS ASSESSMENT
SUMMARY OF TELEPHONE SURVEY RESULTS

June 1990

Cotton/Beland/Associates, Inc.
1028 North Lake Avenue, Suite 107
Pasadena, CA 91104

619 South Vulcan Avenue, Suite 205
Encinitas, CA 92024

with
California Survey Research
5400 Van Nuys Blvd., Suite 307
Van Nuys, CA 91401

CITY OF POWAY
AFFORDABLE HOUSING NEEDS ASSESSMENT
TELEPHONE SURVEY

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I. APPROACH

As the primary means of obtaining current, comprehensive data on Poway's current residents for the Affordable Housing Needs Assessment, a telephone survey was conducted. The sample used for this survey was comprised of two distinct components, a random digit sample and a targeted low income sample.

A. Random Sample

Interviews with a total of 400 households were completed. Households were randomly selected for the survey using random digit dialing. The random digit sample was generated from active telephone exchanges in use in the 92064 Zip Code, and was ordered from Survey Sampling, Incorporated of Fairfax Connecticut. As telephone exchanges do not generally fall within one zip code, all exchanges that had a significant percent (16% or more) their numbers within Zip Code 92064 were included. A total of five telephone exchanges representing 95% of all telephone numbers from Zip Code 92064 were included in the sample. The sample produced by Survey Sampling included some households living just outside the City of Poway; a screening question on the questionnaire eliminated all respondents who stated they were not residents of the City.

The statistical significance of the 400 household survey provides a confidence level of 95 percent, plus or minus five percentage points, allowing the results of the survey to be used to estimate the characteristics of the entire City with a high degree of accuracy. Error ranges do increase when examining sample subgroups, e.g. senior citizen households, due to the reduced size of the cells.

B. Targeted Low Income Sample

In order to obtain information regarding the specific housing needs of the City's lower income households, the City-wide random survey was augmented with a special targeted sample of Very Low and Low Income households (households earning below \$30,000). The targeted sample was generated from Census Block Groups which were projected to have 60% or more of the households qualify as low income, based on income estimates prepared by SANDAG. The following list of 1980 Census Tracts and Block Groups were utilized for the targeted low income sample:

Tract 170.05, All Block Groups
Tract 170.06, All Block Groups Tract
170.07, All Block Groups Tract
170.08, All Block Groups Tract
170.09, All Block Groups Tract
170.10, All Block Groups Tract
170.11, All Block Groups Tract
170.12, Block Group 9 Tract
170.13, Block Group 9

Survey Sampling generated a sample of listed telephone numbers from these Block Groups. An initial screening question eliminated all respondents who stated they were not residents of Poway. A second screening question was used to eliminate all respondents whose combined household size and income disqualified them as low income according to HUD definitions. A total of 165 interviews were completed with the lower income targeted sample.

In order to increase the sample size of lower income households, the 165 targeted sample was supplemented with those households which qualified as lower income from the City-wide random sample. This added 64 households to the lower income sample for a total of 229 lower income households.

The statistical significance of the 229 lower income household survey provides a confidence level of 95 percent, plus or minus seven percentage points, allowing the results of the survey to be used to estimate the characteristics of the entire City with a high degree of accuracy. Again, the range of error does increase when evaluating survey responses for specific household subgroups, such as renters, due to the reduced size of the cells.

C. Methodology

All interviews were conducted with the male or female head of household. Up to four call backs were used to try to reach initially unanswered telephones. Spanish speaking interviewers were available to administer the survey to Spanish speaking households. A survey pretest of twenty completed interviews was conducted on May 8th 1990, and the survey questionnaire was slightly modified based on the results of this pretest. Telephone interviews were conducted between May 15th and May 24th, 1990 from the telephone facility located in the offices of California Survey Research. Interviewers who worked on this study were trained by Ken Gross, President of California Survey Research. A minimum of 10% of each interviewers work was independently verified by interviewing supervisors.

A sample disposition sheet identifying the number of completed interviews and the number of interviews which had to be terminated due to various reasons, e.g. non-City resident, has been included in the Appendix to this report. Also included in the Appendix is a copy of the survey questionnaire and a complete set of data tabulations.

II. SURVEY DEFINITIONS

For purposes of evaluating the survey results, the following housing definitions have been utilized.

Affordable Household - Rent or mortgage costs comprise less than 25% total income. For mobilehome occupants, both space rents and any mortgage on the trailer are included.

Overpaying Household - Rent and/or mortgage costs comprise 25% or more of total income

Income Categories

Very Low Income Household - Total household income less than 50% of 1989 San Diego County median income (\$36,700), adjusted for family size

Low Income Household - Total household income between 50% - 80% of County median, adjusted for family size

Moderate Income Household - Total household income between 80% - 120% of County median

Upper Income Household - Total household income greater than 120% of County median

Household Composition Categories

Family Household - One or more household members related by blood or marriage

Single Person Household - Households with one member

Other Household - Households with two or more persons who are unrelated by blood or marriage

Household with Senior - One or more household member 65 years of age or older

Household with Female-Head - One or more females 18 years of age or older, no male 18 years or older, unless relationship is child

Household with Female-Head with Children - One or more females 18 years of age or older, no male 18 years or older, unless relationship is child, and one or more household members 17 years or younger

Household with Male-Head with Children - One or more males 18 years of age or older, no female 18 years of age or older, unless relationship is child, and one or more household members 17 years of age or younger

III. SUMMARY OF FINDINGS

A. Demographic Characteristics

- Families comprise the predominant household type in Poway (89%), followed by single person households (8%), and unrelated households (3%). The lower income sample evidenced a much higher rate of single person households (30%), and unrelated individuals residing together (8%).
- Households with a senior member comprised 38 percent of the lower income sample, as compared with 13 percent of the City-wide random sample.
- Households with a female-head comprised 31 percent of the lower income sample, as compared with 8 percent of the City-wide random sample. The presence of female-headed households with children was nominal (4 percent City-wide, 6 percent among lower income households), reflective of the significant number of elderly female-headed households.
- Lower income households had a greater proportion of residents which were confined to a wheelchair (3.5%), than did households City-wide (1.5%).
- The racial composition of the City-wide random sample is 94 percent White, with Blacks, American Indians, Asian/Pacific Islanders, and Other each comprising less than two percent of total households surveyed. Nearly 6 percent of survey respondents indicated they were of Spanish/Hispanic origin. The lower income sample evidenced a slightly higher proportion of non-white ethnic groups.

B. Dwelling Unit Characteristics

- Approximately 77 percent of the respondents live in single-family detached homes, 10 percent in single-family attached homes, 8 percent in apartments, and 5 percent in mobile homes. The lower income sample evidenced a much higher incidence of mobilehome (34%) and apartment (28%) occupants.
- Average household size City-wide was 3.26 persons per household, compared with 2.38 persons per household for the lower income sample. Smaller households sizes among the City's lower income residents are reflective of the greater incidence of elderly, mobilehome and apartment dwellers among this group.

- The majority of the City-wide respondents own the dwelling in which they live (75%), compared to a significantly lower rate of homeownership among the lower income sample (40%). Among households classified as renters, 18 percent of the City-wide sample were mobilehome occupants, as compared to 45 percent in the lower income sample.
- Respondents to this study have lived in their present dwelling a median of 7.5 years, with lower income residents having resided in their dwelling a median of 9.7 years.
- Not counting bathrooms, hallways or porches, the average dwelling contains 6.4 rooms. Average unit size among the lower income sample was 4.8 rooms. Of the total 564 households surveyed, only 14 households (2.5%) are overcrowded based on the census definition of greater than 1.01 persons per room.
- In total, 69 percent of respondents consider their dwelling to be in "good condition", 26 percent reported their unit was in need of "minor repairs", 4 indicated "a few major repairs" were needed, and less than one percent reported the need for "numerous major repairs" to their unit. The older the unit, the greater the incidence of needed repairs.
- Only four households (1%) reported having individuals living on their property yet outside the primary household. Two respondents indicated these individuals lived in guest houses, one reported they lived in a trailer, and one declined to specify the living arrangement.

C. Housing Costs/Utilities

- The average monthly rent paid among the City-wide sample was \$697, while for lower income households monthly rents averaged \$490.
- The average mortgage payment is \$960 City-wide. Lower income households reported a much lower average mortgage (\$213), reflecting the large number of these households who have paid off their mortgages and reported zero mortgage costs.
- Mobilehome occupants paid an average space rent of \$343 City-wide, and \$372 among lower income households. In addition to space rents, approximately half of the mobilehome dwellers surveyed also had outstanding mortgages on their trailers. Mobilehome mortgage costs averaged \$242 among the City-wide sample, and \$118 among the lower income sample.

APPENDICES

APPENDIX A
SAMPLE DISPOSITION SHEET

POWAY

SAMPLE DISPOSITION

	<u>TARGET</u>	<u>RDD</u>	<u>TOTAL</u>
COMPLETED INTERVIEW	165	400	565
COMPLETED INTERVIEWS FROM TARGET SAMPLE NOT IN DATA FILE DUE TO REFUSAL ON INCOME QUESTION	8	0	8
TERMINATED INTERVIEW	9	25	34
REFUSED PRIOR TO SCREENING QUESTIONS	141	167	308
OTHER NON-INTERVIEW	4	9	13
DISCONNECTED TELEPHONE NUMBER	57	175	232
TELEPHONE NUMBER CHANGED	22	17	39
MODEM/FAX/TTY MACHINE	6	56	62
BUSINESS	16	169	185
HOUSE HOLD SPEAKS LANGUAGE OTHER THAN ENGLISH OR SPANISH	3	2	5
NO ANSWER/BUSY/ANSWERING MACHINE/CALL BACK AFTER ONE TO THREE ATTEMPTS	188	230	418
NOT A RESIDENT OF POWAY	123	522	645
ABOVE QUALIFYING INCOME	143	0	143
=====			
TOTAL	885	1772	2657

APPENDIX B
SURVEY QUESTIONNAIRE

CITY OF POWAY HOUSEHOLD SURVEY
CALIFORNIA SURVEY RESEARCH PROJECT 5006

RESPONDENT 1-3 _____

SAMPLE 4 _____ 1 TARGET
2 RDD

PHONE NUMBER (619) _____

INTERVIEWER CODE 5-6 _____

Hello, my name is (FIRST NAME, LAST NAME) and I am calling on behalf of the City of Poway. We are conducting a survey of Poway residents to determine how the City will allocate available funds for housing programs. Any information provided will be kept completely confidential.

Q1) Is your residence within the City limits of Poway?

____ YES --> (GO TO Q2)
____ NO --> Thank you, but this survey is only for Poway residents
____ DON'T KNOW --> Thank you, but this survey is only for Poway residents

Q2) How many people, including yourself and any children, make up your household?

7-8 _____ (ENTER NUMBER OF PEOPLE) (DON'T KNOW=88, REFUSED=99)

Q3) ASK THIS QUESTION ONLY FOR TARGETED SAMPLE, OTHERS GO TO Q4)

In order to ensure we survey a range of households with differing economic circumstances, can you tell us whether your household's total gross income in 1989 from all sources fell above or below \$ _____?

IF ANSWER TO Q2 IS 4 OR LESS, READ "\$30,000"
IF ANSWER TO Q2 IS 5, READ "\$31,000"
IF ANSWER TO Q2 IS 6, READ "\$33,000"
IF ANSWER TO Q2 IS 7, READ "\$35,000"
IF ANSWER TO Q2 IS 8 OR MORE, READ "\$37,000"

9 _____ ABOVE STATED INCOME --> Thank you, but at the present time I only now need to interview households with incomes under \$ _____.

____ 1 BELOW STATED INCOME --> (GO TO Q4)
____ 8 DON'T KNOW --> (GO TO Q4)
____ 9 REFUSED --> (GO TO Q4)

Q4) How long have you lived in Poway? (READ CATEGORIES)

10 _____ 1 Less than one year
____ 2 One to three years
____ 3 Four to six years
____ 4 Seven to ten years
____ 5 More than ten years
____ 8 DON'T KNOW
____ 9 REFUSED

Q5) What type of housing unit do you live in? (READ CATEGORIES)

11 _____ 1 A one-family house detached from any other house
____ 2 A one-family house attached to one or more other houses, such as a condominium, townhouse, or duplex
____ 3 A building with 2 or more apartments
____ 4 Or a mobile home or coach
____ 8 DON'T KNOW
____ 9 REFUSED

Q6) Do you rent or own the unit in which you live?

12 1 RENT --> (GO TO Q7)
 2 OWN --> (GO TO Q9)
 3 OCCUPY WITHOUT PAYMENT OF CASH RENT --> (GO TO Q13)
 8 DON'T KNOW --> (GO TO Q13)
 9 REFUSED --> (GO TO Q13)

Q7) Approximately how much rent do you pay each month, excluding utility costs and parking fees?

13-16 -----> (GO TO Q8)
(ENTER TOTAL RENT IN DOLLARS. DO NOT ENTER CENTS)

 8888 DON'T KNOW ---> (GO TO Q13)
 9999 REFUSED ---> (GO TO Q13)

Q8) If there is an extra cost for parking at your residence, what is the cost per month?

17-19 -----> (GO TO Q13)
(ENTER TOTAL PARKING COST IN DOLLARS. DO NOT ENTER CENTS)
(IF NO CHARGE, ENTER 0)

Q9) Approximately how much is your monthly mortgage payment, excluding homeowner association fees?

20-23 -----> (GO TO Q10)
(ENTER TOTAL MONTHLY MORTGAGE IN DOLLARS. DON'T ENTER CENTS)

 0000 NO MORTGAGE --> (GO TO Q11)
 8888 DON'T KNOW --> (GO TO Q13)
 9999 REFUSED --> (GO TO Q13)

Q10) Does this monthly mortgage payment include payments for real estate taxes or insurance on this property?

24 1 YES
 2 NO
 8 DON'T KNOW
 9 REFUSED

Q11) Approximately how much are your yearly real estate taxes and insurance on this property?

25-29
(ENTER TOTAL YEARLY TAXES AND INSURANCE IN DOLLARS. DON'T ENTER CENTS)
 88888 DON'T KNOW
 99999 REFUSED

Q12) Approximately how much are your monthly homeowner association fees, if any?

30-33
(ENTER MONTHLY HOMEOWNER FEES IN DOLLARS. DON'T ENTER CENTS)

 0000 NO MONTHLY HOMEOWNER FEE
 8888 DON'T KNOW
 9999 REFUSED

Q13) Typically, how much do you pay for your average water and sewer bill?

INTERVIEWER NOTE: BILL COMES FROM CITY EVERY TWO MONTHS.

IF ON WELL, THE COST FOR ELECTRICITY FOR WELL PUMP IS
COST OF WATER, AND IS CHARGED MONTHLY

34-37

(ENTER TYPICAL BILL IN DOLLARS. DON'T ENTER CENTS)

____ 0000 INCLUDED IN RENT
____ 8888 DON'T KNOW
____ 9999 REFUSED

Q14) On average, how much do you pay for your monthly gas and electric bill?

38-41

(ENTER TYPICAL MONTHLY BILL IN DOLLARS. DON'T ENTER CENTS)

____ 0000 INCLUDED IN RENT
____ 8888 DON'T KNOW
____ 9999 REFUSED

Q15) What percentage of your households's net income, that is take home pay, do you estimate you spend on food and shelter each month? Include utility bills, taxes, insurance, and any homeowner or parking fees.

42-44

(ENTER PERCENTAGE FROM 0 TO 100)

____ 888 DON'T KNOW
____ 999 REFUSED

IF NEEDED, "Would you say it would be approximately, 10%, 20%, 30%, 40%, 50%, 60%, 70%, 80%, 90%, or 100%?"

Q16) How would you describe the present maintenance and condition of your dwelling? Would you say it is in . . . (READ CATEGORIES)

45 ____ 1 Good condition,
____ 2 Needs a few minor repairs such as paint or window repairs,
____ 3 Needs a few major repairs such as a new roof, siding,
or foundation work,
____ 4 Or needs numerous major repairs
____ 8 DON'T KNOW
____ 9 REFUSED

Q17) About what date was your residence first constructed?

IF NEEDED, "Your best estimate is fine"

46-47 ____ 01 1989-1990
____ 02 1985-1988
____ 03 1980-1984
____ 04 1970-1979
____ 05 1960-1969
____ 06 1950-1959
____ 07 1940-1949
____ 08 1939 OR EARLIER
____ 88 DON'T KNOW
____ 99 REFUSED

Q18) Not counting bathrooms, hallways, or porches, how many rooms are there in your dwelling, including your kitchen?

48-49 _____ (ENTER NUMBER OF ROOMS) (DON'T KNOW=88, REFUSED=99)

Q19) Is any person in your household confined to a wheelchair?

50 _____ 1 YES
_____ 2 NO
_____ 8 DON'T KNOW
_____ 9 REFUSED

Q20) Of which racial group do you consider yourself a member (READ CATEGORIES)?

51 _____ 1 White
_____ 2 Black or Negro
_____ 3 American Indian Native
_____ 4 Asian or Pacific Islander
_____ 5 Or a member of some other group --> PLEASE SPECIFY: _____
_____ 8 DON'T KNOW
_____ 9 REFUSED

Q21) Are you of Spanish/Hispanic origin?

52 _____ 1 YES
_____ 2 NO
_____ 8 DON'T KNOW
_____ 9 REFUSED

Q22) Now I would like to ask you a few questions about each individual who lives in your residence. Please respond starting with yourself, and then in order of age, from the oldest to the youngest and include all people who live in the residence.

What is your age please?

What are the ages of the other household members?

What are the relationships of the other individuals to you?

(RECORD RELATIONSHIPS AS FOLLOWS: SPOUSE =1
CHILD =2
GRANDCHILD =3
PARENT =4
SISTER, BROTHER =5
OTHER RELATIVE =6
NON-RELATIVE =7
DON'T KNOW =8
REFUSED =9

	RESP.	MEM-2	MEM-3	MEM-4	MEM-5	MEM-6	MEM-7	MEM-8
AGE	(53-54)	(56-57)	(60-61)	(64-65)	(68-69)	(72-73)	(76-77)	(2/4-5)
RELAT- IONSHIP		(58)	(62)	(66)	(70)	(74)	(78)	(6)
SEX	____ 1 M ____ 2 F (55)	____ 1 M ____ 2 F (59)	____ 1 M ____ 2 F (63)	____ 1 M ____ 2 F (67)	____ 1 M ____ 2 F (71)	____ 1 M ____ 2 F (75)	____ 1 M ____ 2 F (79)	____ 1 M ____ 2 F (7) (80:1)

Q Do you, or any other household member, currently use child care, or expect to in the near future?

- 8 1 YES
 2 NO
 8 DON'T KNOW
 9 REFUSED

Q24) Would any member of your household utilize a facility for any of the following . . .

		<u>YES</u>	<u>NO</u>	<u>DON'T KNOW</u>	<u>REFUSED</u>
Child care?	(9)	1	2	8	9
Q25) Adult day care?	(10)	1	2	8	9
Q26) Day care for functionally impaired individuals?	(11)	1	2	8	9

Q27) ASK THIS QUESTION ONLY FOR RDD SAMPLE, OTHERS GO TO Q28

Did your household's total gross income in 1989 from all sources fall above or below \$40,000?

- 12 1 ABOVE \$40,000 --> (GO TO Q29)
 2 BELOW \$40,000 --> (GO TO Q28)
 8 DON'T KNOW --> (GO TO Q30)
 9 REFUSED --> (GO TO Q30)

Q28) Which range describes your household's total annual income in 1989 from all sources? (READ CATEGORIES)

- 13-14 01 Less than \$18,000 --> (GO TO Q30)
 02 \$18,000 to \$20,000 --> (GO TO Q30)
 03 \$20,000 to \$23,000 --> (GO TO Q30)
 04 \$23,000 to \$26,000 --> (GO TO Q30)
 05 \$26,000 to \$29,000 --> (GO TO Q30)
 06 \$29,000 to \$31,000 --> (GO TO Q30)
 07 \$31,000 to \$33,000 --> (GO TO Q30)
 08 \$33,000 to \$35,000 --> (GO TO Q30)
 09 \$35,000 to \$37,000 --> (GO TO Q30)
 10 \$37,000 to \$40,000 --> (GO TO Q30)
 88 DON'T KNOW --> (GO TO Q30)
 99 REFUSED --> (GO TO Q30)

Q29) Which range describes your household's total annual income in 1989 from all sources? (READ CATEGORIES)

- 13-14 11 \$40,000 to \$45,000
 12 \$45,000 to \$50,000
 13 \$50,000 to \$75,000
 14 \$75,000 to \$100,000
 15 More than \$100,000
 88 DON'T KNOW
 99 REFUSED

Q30) Are there any other individuals living on your property which haven't been included in the household count? (

15 ____ 1 YES --> (GO TO Q31)
____ 2 NO --> (GO TO Q36)
____ 8 DON'T KNOW --> (GO TO Q36)
____ 9 REFUSED --> (GO TO Q36)

Q31) How many people?

16-17 ____ (ENTER NUMBER OF PEOPLE) (DON'T KNOW=88, REFUSED=99)

Q32) What is their relationship to the primary household?

18 ____ 1 RELATIVE
____ 2 EMPLOYEE
____ 3 OTHER (SPECIFY: _____)
____ 8 DON'T KNOW
____ 9 REFUSED

Q33) What type of structure do they reside in?

19 ____ 1 GUEST HOUSE
____ 2 TRAILER
____ 3 GARAGE
____ 4 OTHER (SPECIFY: _____)
____ 8 DON'T KNOW
____ 9 REFUSED

Q34) Does their unit have either of the following . . .

A bathroom?

20 ____ 1 YES
____ 2 NO
____ 8 DON'T KNOW
____ 9 REFUSED

Q35) A kitchen?

21 ____ 1 YES
____ 2 NO
____ 8 DON'T KNOW
____ 9 REFUSED

Q36) Thank you very much for your participation in this important survey.
Thank you and good-bye.

=====

Q37) DATE OF INTERVIEW: MAY ____ 1990
(22-23)

Q37) ENDING TIME: _____

Q38) INTERVIEW IN MINUTES: _____
(24-25) (80:2)



Photo by Sarah Hovey

GLOSSARY

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GLOSSARY

Abbreviations

ADT:	Average daily trips made by vehicles or persons in a 24-hour period
CBD:	Central Business District
CC&Rs:	Covenants, Conditions, and Restrictions
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CIP:	Capital Improvements Program
CNEL:	Community Noise Equivalent Level
CMP:	Congestion Management Plan
COG:	Council of Governments
dB:	Decibel
dBA:	"A-weighted" decibel
EDU:	Equivalent Dwelling Unit
EIR:	Environmental Impact Report (State)
EIS:	Environmental Impact Statement (Federal)
EPA:	Environmental Protection Agency (Federal)
FAR:	Floor Area Ratio
FEMA:	Federal Emergency Management Agency
FIRM:	Flood Insurance Rate Map
HCD:	Housing and Community Development Department of the State of California
HOV:	High Occupancy Vehicle
HUD:	U.S. Dept. of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCo:	Local Agency Formation Commission
L _{dn} :	Day and Night Average Sound Level
L _{eq} :	Sound Energy Equivalent Level
LOS:	Level of Service
LRT:	Light (duty) Rail Transit
NEPA:	National Environmental Policy Act
OPR:	Office of Planning and Research, State of California
SRO:	Single Room Occupancy
TDM:	Transportation Demand Management
TSM:	Transportation Systems Management
UBC:	Uniform Building Code
UHC:	Uniform Housing Code
VMT:	Vehicle Miles Traveled

Acceptable Risk

A hazard deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened population and/or structure.

Access/Egress

The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Accessory Apartment

A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat" or "Second Unit."

Acoustical Analysis Report

This Report is required when a project is located in a area of noise incompatibility, to document evidence of compliance with Noise level limits and performance standards of Land Use Planning, Zoning, and Building Construction.

Acres, Gross

The entire acreage of a site including easements.

Acres, Net

The area of a parcel of land exclusive of public or private streets and other easements such as floodway and flood-control channel.

Active Solar System

A system that uses a mechanical device, such as pumps or fans run by electricity in addition to solar energy, to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System.")

Adverse Impact

A negative consequence for the physical, social, or economic environment resulting from an action or project.

Affordability Requirements

Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low-income households for a specific period.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for all housing costs including utilities.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture land.

Agriculture-related Business

Feed mills, dairy supplies, poultry processing, creameries, auction yards, veterinarians and other businesses supporting local agriculture.

Air Pollution

Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

Alley

A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial

Soils deposited by stream action.

Alquist-Priolo Act, Seismic Hazard Zone

A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

Ambient Noise

Ambient noise is the all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.

Annex, v.

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Apartment

(1) One or more rooms of a building used as a place to live, in a building containing at least one other unit used for the same purpose. (2) A separate suite, not owner occupied, which includes kitchen facilities and is designed for and rented as the home, residence, or sleeping place of one or more persons living as a single housekeeping unit.

Aquifer

An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arable

Land capable of being cultivated for farming.

Archaeological

Relating to the material remains of past human life, culture, or activities.

Area Median Income

As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), "area" means metropolitan area or non-metropolitan county. In non-metropolitan areas, the "area median income" is the higher of the county median family income or the statewide non-metropolitan median family income.

Area of Noise Incompatibility

As defined in this Plan, is any area exposed to CNEL (Community Noise Equivalent Level) greater than that shown in the maximum CNEL levels permitted for sensitive land uses addressed in this Plan. When a project lies within a Area of noise incompatibility, an Acoustical Analysis Report is required to identify and resolve significant noise impacts with project mitigation.

Arterial

Medium-speed (30-45 mph), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, rather than from individual parcels.

Artesian

An aquifer in which water is confined under pressure between layers of impermeable material. Wells tapping into an artesian stratum will flow naturally without the use of pumps. (See "Aquifer.")

Article 34 Referendum

Article 34 of the Constitution of the State of California requires passage of a referendum within a city or county for approval of the development or acquisition of a publicly financed housing project where more than 49 percent of the units are set aside for low-income households.

Articulation

Variation in the depth of the building plan, roof line, or height of a structure that breaks up plain, monotonous areas and creates patterns of light and shadow.

Assembly Bill 939

Legislation requiring jurisdictions to reduce the generation of solid waste going to landfills through techniques such as recycling, source reduction, and trash-to-energy plants.

Assisted Housing

Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal Section 8 (new construction, substantial rehabilitation, and loan management set-asides), Federal Sections 213, 236, and 202, Federal Section 221(d)(3) (below-market interest rate program), Federal Section 101 (rent supplement assistance), CDBG, FmHA Section 515, multi-family mortgage revenue bond programs, local redevelopment and in lieu fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Band Pressure Level

The band pressure level of a sound for a specified frequency band is the effective sound pressure level for the sound energy contained within the band. The width of the band and the reference pressure must be specified. The width of the band may be indicated by the use of a qualifying adjective: e.g., octave-band (sound pressure) level, half-octave band level, third-octave band level, 50-ups band level. If the sound pressure level is caused by thermal noise, the standard deviation of the band pressure level will not exceed 1 decibel if the product of the band width in cycles per second by the integration time in seconds exceeds 20.

Base Flood

In any given year, a 100-year flood that has 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Bicycle Lane (Class II facility)

A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility)

A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility)

A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways

A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biomass

Plant material, used for the production of such things as fuel alcohol and non-chemical fertilizers. Biomass sources may be plants grown especially for that purpose or waste products from livestock, harvesting, milling, or from agricultural production or processing.

Biotic Community

A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight

A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Buffer Zone

An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building

Any structure used or intended for supporting or sheltering any use or occupancy.

Building Height

The vertical distance from the average grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the highest gable of a pitch or hip roof, but exclusive of vents, air-conditioners, chimneys, or other such incidental appurtenances.

Buildout; Build-out

Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3).")

Business Services

A subcategory of commercial land use that permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis, such as advertising and mailing; building maintenance; personnel and employment services; management and consulting services; protective services; equipment rental and leasing; photo finishing; copying and printing; travel; office supply; and similar services.

Busway

A vehicular right-of-way or portion thereof--often an exclusive lane--reserved exclusively for buses.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project. General Plans require the preparation of a "program EIR."

Caltrans

California Department of Transportation.

Capital Improvements Program (CIP)

A program, administered by a city or county government.

Carbon Dioxide

A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide

A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Carrying Capacity

Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout.")

Census

The official decennial enumeration of the population conducted by the federal government.

Channelization

(1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

City

City with a capital "C" means Poway. City with a lower case "c" may mean any city or may refer to the geographical area of a city (e.g., the city bikeway system.)

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

Cogeneration

The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

Collector

Relatively-low-speed (25-35 mph), relatively-low-volume (2,000-3,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial

A land use classification that permits facilities for the buying and selling of commodities and services.

Commercial Strip

Commercial development, usually one store deep, that fronts on a major street for a distance of one city block or more. Includes individual buildings on their own lots, with or without on-site parking, and small linear shopping centers with shallow on-site parking in front of the stores.

Community Care Facility

Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care.")

Community Development Block Grant (CDBG)

A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Facilities District

Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311 *et seq*), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

Community Noise Equivalent Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park

Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Service Area

A geographic subarea of a city or county used for the planning and delivery of parks, recreation, and other human services based on an assessment of the service needs of the population in that subarea.

Commute-shed

The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.

Compatible

Capable of existing together without conflict or ill effects.

Conditional Use Permit

The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt by December 1, 1991, and annually update a Congestion Management Plan.

Congregate Care

Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See "Community Care Facility.")

Conservation

The management of natural resources to prevent waste, destruction, or neglect.

Consistent

Free from variation or contradiction. Programs in the General Plan are to be consistent, not contradictory or preferential. State law requires consistency between a general plan and implementation measures such as the zoning ordinance.

Convenience Goods

Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Cordon Count

A measurement of all travel (usually vehicle trips, but sometimes person trips) in and out of a defined area (around which a "cordon" is drawn).

County

County with a capital "C" generally refers to San Diego County. County with a lower case "c" may mean any county or may refer to the geographical area of a county (e.g., the county road system).

Covenants, Conditions, and Restrictions (CC&Rs)

A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Criterion

A standard upon which a judgment or decision may be based. (See "Standards.")

Critical Facility

Facilities housing or serving many people, which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac

A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact

As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

Cycle per Second (cps)

A unit of frequency. In many European countries the cycle per second is called the Hertz.

dBA

The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Decibel (dB)

The decibel is a unit of level which denotes the ratio between two quantities that are proportional to power; the number of decibels corresponding to the ratio sound fields, the sound-pressure ratios are not proportional to the square root of the corresponding power ratios, so that strictly speaking the term decibel should not be used in such cases; however, it is common practice to extend the use of the unit to these cases (see, for example, Sound Pressure Level).

Dedication

The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of

Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space

(1) In fire-fighting and prevention, a 30-foot area of non-combustible surfaces separating urban and wildland areas. (2) In urban areas, open spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net.")

Density Bonus

The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus. (See "Development Rights, Transfer of.")

Density, Control of

A limitation on the occupancy of land. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts.

Density, Employment

A measure of the number of employed persons per specific area (for example, employees/acre).

Design Review; Design Control

The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually

refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Destination Retail

Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

Detention Dam/Basin/Pond

Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate which will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a **Retention Pond**, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam** or **Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Acres, Net

The portion of a site that can be used for density calculations. Public or private road rights-of-way, areas with slope in excess of 45%, "flag" portions of a lot and areas within a floodway are not included in the net developable acreage of a site.

Developable Land

Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Development Fee

(See "Impact Fee.")

Development Rights

The right to develop land by a land owner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under

existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts. (See "Interest, Fee" and "Interest, Less-than-fee," and "Development Rights, Transfer of [TDR].")

Discretionary Decision

As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Discretionary Project

A designation used in CEQA to differentiate between applications which require discretionary approval as opposed to those which do not (see Ministerial). Discretionary approval is required for tentative maps, subdivisions, or any other land use. This term also may apply to variances or permits issued to permit a project to be approved outside the established requirements of a code or law such as the Zoning ordinance, or the adopted sections of the Uniform Building Code.

Distribution Use

(See "Warehousing Use.")

Diversion

The direction of water in a stream away from its natural course (*i.e.*, as in a diversion that removes water from a stream for human use).

Diversity

Differences among otherwise similar elements that give them unique forms and qualities. E.g., housing diversity can be achieved by differences in unit size, tenure or cost.

Duplex

A detached building that is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis. It may be a single-family dwelling, an apartment, a condominium, a modular home, a mobile home, or any other residential unit considered real property under State law.

Easement

Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Ecology

The interrelationship of living things to one another and their environment; the study of such interrelationships.

Economic Base

Economic Base theory essentially holds that the structure of the economy is made up of two broad classes of productive effort—basic activities that produce and

distribute goods and services for export to firms and individuals outside a defined localized economic area, and nonbasic activities whose goods and services are consumed at home within the boundaries of the local economic area. Viewed another way, basic activity exports goods and services and brings new dollars into the area; non-basic activity recirculates dollars within the area. This distinction holds that the reason for the growth of a particular region is its capacity to provide the means of payment for raw materials, food, and services that the region cannot produce itself and also support the nonbasic activities that are principally local in productive scope and market area. (See "Industry, Basic" and "Industry, Non-basic.")

Ecosystem

An interacting system formed by a biotic community and its physical environment.

Emergency Shelter

A facility that provides immediate and short-term housing and supplemental services for the homeless. Supplemental services may include food, counseling, and access to other social programs. (See "Homeless" and "Transitional Housing.")

Eminent Domain

The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard

The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Encourage, v.

To stimulate or foster a particular condition through direct or indirect action by the private sector or government agencies.

Endangered Species

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Energy Benefit, Net

The difference between the energy produced and the energy required for production, including the indirect energy consumed in the manufacture and delivery of components.

Enhance, v.

To improve existing conditions by increasing the quantity or quality of beneficial uses or features.

Environment

CEQA defines environment as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise and objects of historic or aesthetic significance."

Environmental Impact Report (EIR)

A report required by the California Environmental Quality Act which assesses the environmental effects of any proposed project which may have a significant negative effect on the environment.

Environmental Impact Statement (EIS)

Under the National Environmental Policy Act, a statement on the effect of development proposals and other major actions that significantly affect the environment.

Equivalent Dwelling Unit

A term to describe the amount of sewer capacity required to serve a typical single-family residence. The same term is used to calculate the amount of sewer capacity necessary for commercial, industrial, agricultural or recreational uses.

Erosion

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction

A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils

Soils that swell when they absorb water and shrink as they dry.

Export-employment Use

An activity that produces and/or distributes goods and services for export to firms and individuals outside of the city (or county). (See Economic Base.)

Expressway

A divided multi-lane major arterial street for through traffic with partial control of access.

Fair Market Rent

The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family

(1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Fast-food Restaurant

Any retail establishment intended primarily to provide short-order food services for on-site dining and/or take-out, including self-serve restaurants (excluding cafeterias where food is consumed on the premises), drive-in restaurants and formula restaurants required by contract or other arrangement to offer standardized menus, ingredients and fast-food preparation.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible

Capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, environmental, social and technological factors.

Feasible, Technically

Capable of being implemented because the industrial, mechanical, or application technology exists.

Field Act

Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, that established more stringent structural requirements and standards for construction of schools than for other buildings.

Finding(s)

The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Fire Hazard Zone

An area where, due to slope, fuel, weather, or other fire-related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

Fire-resistive

Able to withstand specified temperatures for a certain period of time, such as a one-hour fire wall; not fireproof.

Fiscal Impact Analysis

A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Fiscal Impact Report (FIR)

A report projecting the public costs and revenues that will result from a proposed program or development. (See "Fiscal Impact Analysis.")

Flood, 100-Year

The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM)

For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain

The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Flood Plain Fringe

All land between the floodway and the upper elevation of the 100-year flood.

Floodway

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area Ratio (FAR)

The gross floor area of buildings on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 equals 10,000 gross sq. ft. of building floor area. On the same site, an FAR of 1.5 represents 15,000 sq. ft. of floor area; and an FAR of 0.5 equals 5,000 sq. ft.

Footprint; Building Footprint

The outline of a building at all of those points where it meets the ground.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" that are now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service "E," they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Friction Factor

Constraint applied in a traffic model to introduce an approximation of conditions that exist on streets in a city or county. These conditions reduce the speed of traffic and the desirability of specific links in the network upon which the traffic model distributes trips. Examples are frequency of low-speed curves, frequency of driveways, narrowness of lanes and lack of turning lanes at intersections.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left or entered the city or county.

General Plan

A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste and Parks and Recreation).

Geologic Review

The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding and the potential for erosion and sedimentation.

Geological

Pertaining to rock or solid matter.

Geotechnical Interpretative Mapping Symbols

An exhibit which depicts soil engineering and engineering geologic information with symbols to represent the principal considerations that can impact the feasibility and economics of land use.

Goal

A general, overall, and ultimate purpose, aim, or end toward which the City or County will direct effort.

Grade

The rate of rise or descent of a sloping surface, usually expressed in degrees or in percentage calculated by the number of feet of rise or drop per 100 feet horizontal distance.

Graduated Street System

A means of determining the appropriate criteria for constructing and improving various roadways (such as width, amount of aggregate base, and type of road surface) based on the amount of traffic, the proper speed limits, nearby land uses and topography.

Granny Flat

("Accessory Apartment")

Grasslands

Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

Greenhouse Effect

A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Ground Failure

Ground movement or rupture caused by strong shaking during an earthquake. Includes landslides, lateral spreading, liquefaction and subsidence.

Ground Shaking

Ground movement resulting from the transmission of seismic waves during an earthquake.

Group Quarters

A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities. **Institutional** group quarters include nursing homes, orphanages, and prisons. **Non-institutional** group quarters include dormitories, shelters, and large boarding houses.

Groundwater

Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge

The process of infiltration and percolation of rainwater from land areas or streams, or other sources of water, through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Guidelines

General statements of policy direction around which specific details may be later established.

Guideway

A roadway system that guides the vehicles using it as well as supporting them. The "monorail" is one such system. The most familiar and still most used guideway is the railroad. Most guideway transit systems make use of wayside electrical power for propulsion.

Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Handicapped

A person determined to have a physical impairment or mental disorder expected to be of long or indefinite duration.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Hertz (Hz)

(See Cycle per Second.)

High Occupancy Vehicle (HOV)

Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Highway

High-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Highways or may not may cross at a different grade level.

Hillsides

Land that has an average percent of slope equal to or exceeding fifteen percent.

Historic; Historical

An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures and neighborhoods and in order to facilitate, restoration, rehabilitation and maintenance of the building(s) to a former condition.

Historic Structure

A building, landmark, sign or other architectural feature representing an important example of past construction techniques as specified by Ordinance 296 of the Poway Municipal Code.

Home Occupation

A commercial activity conducted by the occupants of a dwelling unit in a manner incidental to residential occupancy.

Hospital Campus

A minimum 40-acre development which includes several medical services in an integrated complex, centered around a minimum 100-bed inpatient acute-care hospital as the most significant principal use; other uses may include doctors' offices, laboratories, outpatient surgery centers, imaging centers, medical training and research facilities, mental health clinics, continuing care facilities, outpatient clinics, rehabilitation clinics, pharmacies, and other outpatient service facilities. For purposes of this section an "acute-care hospital" shall be given the same meaning as that used by the state agency responsible for licensing such hospitals. (Amended per GPA 93-01A)

Homeless

Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless. (See "Emergency Shelter" and "Transitional Housing.")

Hotel

A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite. (See "Motel.")

Household

All those persons--related or unrelated--who occupy a single housing unit. (See "Family.")

Householder

The head of a household.

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department of the State of California (HCD)

The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing Authority, Local (LHA)

Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Element

Article 10.6 of the California Government Code requires each city and county to prepare and maintain a current Housing Element as part of the community's General Plan in order to attain a statewide goal of providing "decent housing and

a suitable living environment for every California family." Under State law, Housing Elements must be updated every five years.

Housing and Urban Development, U.S. Department of (HUD)

A cabinet-level department of the federal government that administers housing and community development programs.

Housing Overpayment

Rent and/or mortgage costs which comprise 25 percent or more of total income.

Housing Unit

(See "Dwelling Unit.")

Hydrocarbons

A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Identity

A consistent quality that makes a city, place, area or building unique and gives it a distinguishing character.

Image

The mental picture or impression of a city or place taken from memory and held in common by members of the community.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000 *et seq* specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface

Surface through which water cannot penetrate, such as roof, road, sidewalk and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation

Actions, procedures, programs or techniques that carry out policies.

Inclusionary Zoning

A means of providing new housing at affordable prices by requiring that all new projects provide a percentage of their units for low and moderate income households.

Incubator Space

Retail or industrial space that is affordable to new, low-margin businesses.

Industrial

The manufacture, production and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories; and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

Industrial Park; Office Park

A planned assemblage of buildings designed for "Workplace Use." (See "Workplace Use.")

Industry, Basic

The segment of economic activity that brings dollars to a region from other areas. Traditional examples are manufacturing, mining and agriculture. The products of these activities are exported (sold) to other regions. The money thus brought into the local economy is used to purchase locally-provided goods and services as well as items that are not available locally and that must be imported from other regions. Other, less traditional examples of basic industry are tourism, higher education, and retirement activities that also bring new money into a region.

Industry, Non-basic

The segment of economic activity that is supported by the circulation of dollars within a region. Examples are the wholesale, retail and service functions that supply goods and services to local sources of demand such as businesses, public agencies, and households.

Infill Development

Development of vacant land (usually individual lots or left-over properties) in areas that are already largely developed.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems and roads.

In Lieu Fee

(See "Dedication, In lieu of.")

Institutional Use

(1) Publicly or privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious organizations; and (3) other nonprofit activities of a welfare, educational, or philanthropic nature that can not be considered a residential, commercial, or industrial activity.

Inter-agency

Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee

Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee

The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See "Lease," and "Leasehold Interest.")

Intermittent Stream

A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA)

A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Landmark

Refers to a building, site, object, structure or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state or federal government.

Landscaping

Planting (including trees, shrubs, ground covers along with hardscape such as accent paving, boulders and dry streambeds) suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Landslide

Downslide movement of soil and/or rock, which typically occurs during an earthquake or following heavy rainfall.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Classification

A system for classifying and designating the use of properties.

Land Use Element

A required element of the General Plan that uses text and maps to designate the future use or reuse of land within a given jurisdiction's planning area. The land use element serves as a guide to the structuring of zoning and subdivision controls, urban renewal and capital improvements program, and to official decisions regarding the distribution and intensity of development and the location of public facilities and open space. (See "Mandatory Element.")

Large Family/Household

A household having five or more members.

L_{dn}

Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The L_{dn} is approximately numerically equal to the CNEL for most environmental settings.

Lease

A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest

(1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the rent the lessee would currently pay for similar space for the same time period.

L_{eq}

The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L_{eq} is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS)

(1) A scale that measures the amount of traffic a roadway may be capable of handling on a roadway or at the intersection of roadways. Levels range from A to F, with A representing the highest level of service, as follows:

Level of Service A

Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B

Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C

Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed and occasional backups on critical approaches.

Level of Service D

Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E

Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F

Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Light (duty) Rail Transit (LRT)

"Street cars" or "trolley cars" that typically operate entirely or substantially in mixed traffic and in non-exclusive, at-grade rights-of-way. Passengers typically board

vehicles from the street level (as opposed to a platform that is level with the train) and the driver may collect fares. Vehicles are self-propelled.

Liquefaction

The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Local Agency Formation Commission (LAFCo)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Low-income Household

A household with an annual income no greater than 80 percent of the area median family income adjusted by household size.

L₁₀

A statistical descriptor indicating peak noise levels—the sound level exceeded ten percent of the time. It is a commonly used descriptor of community noise, and has been used in Federal Highway Administration standards and the standards of some cities and counties.

Maintain, v.

To keep in an existing state. (See "Preserve, v.")

Mandatory Element

A component of the General Plan mandated by State Law. California State law requires that a General Plan include elements dealing with seven subjects--circulation, conservation, housing, land use, noise, open space and safety--and specifies to various degrees the information to be incorporated in each element. (See "Land Use Element.")

Manufactured Housing

Residential structures that are constructed primarily in a factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD). (See "Mobile Home" and "Modular Unit.")

Marsh

Any area designated as marsh or swamp on the largest scale United States Geologic Survey topographic map most recently published. A marsh usually is an area periodically or permanently covered with shallow water, either fresh or saline.

Maximum Sound Pressure

The maximum sound pressure for any given cycle of a periodic wave is the maximum absolute value of the instantaneous sound pressure occurring during that cycle. In the case of a sinusoidal sound wave this maximum sound pressure is also called the pressure amplitude.

Mean

The average of a number of figures computed by adding up all the figures and dividing by the number of figures.

Median

The middle number in a series of items in which 50 percent of all figures are above and 50 percent are below.

Median/Median Strip

The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale

A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Microclimate

The climate of a small, distinct area, such as a city street or a building's courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Mineral Resource

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology to be a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Minimize, v.

To reduce or lessen to the extent feasible, but not necessarily to eliminate.

Mining

The act or process of extracting resources, such as coal, oil, or minerals, from the earth.

Minipark

Small neighborhood park of approximately one acre or less.

Ministerial (Administrative) Decision

An action taken by a governmental agency that follows established procedures and rules and does not call for the exercise of special discretion or judgment in deciding whether to approve a project.

Ministerial Projects

A project which may be approved after demonstrating conformance with established requirements, codes, standards, etc. (See "Ministerial Decision.")

Mitigate, v.

To ameliorate, alleviate, or avoid to the extent reasonably feasible. **Mitigation Measures** (Per CEQA) may include avoiding the impact, minimizing impacts, rectifying the impact, reducing or eliminating the impact or compensating for the impact.

Mixed-use

Various uses, such as office, commercial, institutional, and residential, combined in a single building or on a single site in an integrated development project with

significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home

A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See "Manufactured Housing" and "Modular Unit.")

Moderate-income Household

A household with an annual income between 80 percent and 120 percent of the area median family income adjusted by household size.

Modular Unit

A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than federal standards in some respects (e.g., plumbing and energy conservation). Also called **Factory-built Housing** and regulated by State law of that title. (See "Mobile Home" and "Manufactured Housing.")

Motel

A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where guest parking is provided in proximity to guest rooms. (See "Hotel.")

Multiple Family Building

A building containing three or more separate dwelling units.

Multiplier Effect

The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (e.g., grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

National Ambient Air Quality Standards

The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA)

An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program

A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act

A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places

The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Neighborhood Park

City- or County-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Nitrogen Oxide(s)

A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour

A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Noise Level

The acoustical noise level is the sound level.

Non-attainment

The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Non-conforming Use

A use that was allowed under ordinances in effect when it was brought into existence, but which by subsequent regulation, has become no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use.

Octave Band Pressure Level

The octave-band pressure level of a sound is the band pressure level for a frequency band corresponding to a specified octave. (The location of the octave-band pressure level on a frequency scale is usually specified as the geometric mean of the upper and lower frequencies of the octave.)

Office Park

(See "Industrial Park.")

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Orchard

A group of fruit or nut trees, either small and diverse and grown for home use, or large and uniform (*i.e.*, of one variety) and cultivated for revenue. Such a collection must be planted, managed and renewed by the householder or farmer and should not be confused with a naturally occurring grove. Citrus and nut plantations are customarily called groves.

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Advertising Structure

Any device used or intended to direct attention to a business, profession, commodity, service, or entertainment.

Outdoor Recreation Use

A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay

A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone

A tri-atomic form of oxygen (O₃) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Para-transit

Refers to transportation services and that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parking, Shared

A public or private parking area used jointly by two or more uses.

Parking Area, Public

An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management

An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period users, and short-term users. (See "High Occupancy Vehicle" and "Transportation Demand Management.")

Parking Ratio

The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or "two per thousand."

Parks

Open space lands whose primary purpose is recreation. (See "Open Space Land," "Community Park," and "Neighborhood Park.")

Parkway

(1) An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation. (2) A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as "parkway strip" or "planter strip."

Passive Solar System

A system that distributes collected heat via direct transfer from a thermal mass rather than mechanical power. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling. (See "Active Solar System.")

Pathway

Pedestrian ways effectively separated from automobile traffic.

Patio Homes

A detached single family unit, typically situated on a reduced-sized lot, that orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

Payback Period

The number of years required to accumulate savings or profit equal to the value of a proposed investment.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods.

Performance Standards

Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts and visual impact of a use.

Personal Services

Services of a personal convenience nature, as opposed to products that are sold to individual consumers, as contrasted with companies. Personal services include barber and beauty shops, shoe and luggage repair, photographers, laundry and cleaning services and pick-up stations, copying, repair and fitting of clothes and similar services.

Physical Diversity

A quality of a site, city or region in which are found a variety of architectural styles, natural landscapes and/or land uses.

Picnic Area, Group

An area equipped with picnic tables and barbecue stands, and which may be provided with a roofed shelter.

Planned Community

A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character and overall control during the development process by a single development entity.

Planning and Research, Office of (OPR)

A governmental division of the State of California that has among its responsibilities the preparation of a set of guidelines for use by local jurisdictions in drafting General Plans.

Planning Area

The Planning Area is the land area addressed by the General Plan. Limits, including land within the City, land within the approved sphere of influence, and any land outside the boundaries which in the planning agency's judgement, bears relations to its planning.

Policy

A general direction that a governmental agency sets to follow, in order to meet its goals before undertaking an action program.

Pollutant

Any introduced gas, liquid or solid that makes a resource unfit for its normal or usual purpose

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Pollution, Non-Point

Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point

A discrete source from which pollution is generated such as a sewer outfall, a smokestack or an industrial waste pipe.

Poverty Level

As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Preserve

(n.) An area in which beneficial uses are protected; for example, a nature preserve or an agricultural preserve.

(v.) To keep safe from destruction or decay; to maintain or keep intact. (See "Maintain.")

Professional Offices

A use providing professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting and similar professions, but not including financial institutions or real estate or insurance offices.

Program

An action, activity or strategy carried out in response to adopted policy to achieve a specific goal or objective. Policies and programs establish the "who," "how" and "when" for carrying out the "what" and "where" of goals.

Pro Rata

Refers to the proportionate distribution of the cost of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Protect, v.

To maintain and preserve beneficial uses in their present condition as nearly as possible. (See "Enhance.")

Public and Quasi-public Facilities

Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

Reclaimed Water

Wastewater that has been treated using a variety of biological and physical/chemical processes which is reusable for irrigation under the regulations of Title 22, Division 4, California Code of Administration.

Recreation, Active

A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive

Type of recreation or activity that does not require the use of organized play areas.

Recycle

The process of extraction and reuse of materials from waste products.

Redevelopment Agency

A local agency created under California Redevelopment Law, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans. Regional Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad geographic area.

Regional

Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad geographic area.

Regional Housing Needs Assessment

Quantification, by SANDAG of existing and projected housing need, by household income group, for all localities within a region.

Regional Park

A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regulation

A rule or order prescribed for managing government.

Rehabilitation

The repair, preservation and/or improvement of substandard housing.

Research and Development Use

A use engaged in study, testing, design, analysis and experimental development of products, processes or services.

Residential, Multiple Family

Two or more dwelling units on a single site, which may be in the same or separate buildings.

Residential, Single-family

A single dwelling unit on a building site. Single-family residential including sites with an accessory apartment.

Resources, Non-renewable

Refers to natural resources, such as fossil fuels and natural gas, which, once used, cannot be replaced and used again.

Restore, v.

To renew, rebuild or reconstruct to a former state.

Restrict, v.

To check, bound or decrease the range, scope or incidence of a particular condition.

Retention Basin/Retention Pond

(See "Detention Basin/Detention Pond.")

Retrofit, v.

To add materials and/or devices to an existing building or system to improve its operation, safety or efficiency.

Reverberation (rt.)

Reverberation is the sound that persists at a given point after direct reception from the source has stopped.

Reverberation Time (t60)

The reverberation time for a given frequency is the time required for the average sound pressure level, originally in a steady state, to decrease 60 decibel after the source is stopped. Usually the pressure level for the upper part of this range is measured and the result extrapolated to cover 60 decibel.

Reverse Annuity Mortgages

A home financing mechanism that enables a homeowner who a senior citizen to release equity from his or her home. The senior receives periodic payments that

can be put to immediate use. Loans are fixed term and are paid when the house is sold or when the term expires.

Rezoning

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale

A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare

A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Ridges

Prominent ridges are ranges of hills or mountains which define the horizon. **Intermediate ridges** are those with visible land behind them which create a backdrop to the ridge as viewed from the valley floor.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands

Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Risk

The danger or degree of hazard or potential loss.

Runoff

That portion of rain, snow, or irrigation that does not percolate into the ground and is discharged into streams instead.

Rural Walkway

A pathway in the least densely populated portions of the city which serves to connect neighborhoods and open space areas. This type of pathway would have a natural surface of well-compacted decomposed granite or comparable material to be multi-purpose for pedestrians, equestrians and bicyclists.

Sabin (Square-foot Unit of Absorption)

The sabin is a measure of the sound absorption of a surface; it is the equivalent of 1 square foot of perfectly absorptive surface.

SANDAG

San Diego Association of Governments. The San Diego County Council of Governments ("COG") which serves as the regional planning agency. The governing board is composed of elected officials from each city and the county.

Sanitary Sewer

A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Combined Sewer" and "Septic System.")

Scenic Highway/Scenic Route

A highway, road, drive or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. Until the mid-1980s, general plans in California were required to include a Scenic Highways element.

School District Lands

Properties owned by public school districts and used for educational, recreational, and administrative purposes.

Second Unit

(See "Accessory Apartment")

Section 8 Rental Assistance Program

A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" also includes programs for new construction, existing housing and substantial or moderate housing rehabilitation.

Seiche

An earthquake-generated wave in an enclosed body of water such as a lake, reservoir or bay.

Seismic

Caused by or subject to earthquakes or earth vibrations.

Senior Housing

Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older and restricted to occupancy by them. (See "Congregate Care.")

Septic System

A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer.")

Setback

The horizontal distance between the property line and any structure.

Settlement

- (1) The drop in elevation of a ground surface caused by settling or compacting.
- (2) The gradual downward movement of an engineered structure due to compaction. *Differential* settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.

Shared Living

The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance. Shared living facilities serving six or fewer persons are permitted in all residential districts by Section 1566.3 of the California Health and Safety Code.

Shoppers Goods

Another name for comparison goods.

Shopping Center

A group of commercial establishments, planned, developed, owned, or managed as a unit, with common off-street parking provided on the site.

Sight Distance

A term used for traffic engineering to describe the shortest path for a driver from a stopped or moving vehicle to view oncoming traffic from any direction or to see a reasonable way around part of a curve, hill or other **feature of a roadway**.

Sign

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

Signal Preemption

A system used by emergency vehicles, public transit vehicles and/or trains to change signal phasing from red to green assigning immediate right-of-way for a specific purpose.

Significant Effect

A substantial, or potentially substantial, adverse change in the environment.

Siltation

- (1) The accumulating deposition of eroded material.
- (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single-family Dwelling, Attached

A separately owned dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. (See "Townhouse.")

Single-family Dwelling, Detached

A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure (other than an accessory apartment) intended for residential or other use.

Single Room Occupancy (SRO)

A single room intended for short- or long-term occupancy, typically 80-250 square feet, with a sink and closet, but that may require the occupant to share a communal bathroom, shower and kitchen.

Site

A parcel of land used or intended for one use or a group of uses.

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access

The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar System, Active

A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar System, Passive

A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste

Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Sound

(a) Sound is an alteration in pressure, stress, particle displacement, or shear, etc., in an elastic medium, or (b) sound is an auditory sensation evoked by the alterations described above. In case of possible confusion, the term "sound wave" or "elastic wave" may be used for concept (a) and the term "sound sensation" for concept (b). Not all sound waves evoke an auditory sensation. The medium in which the sound exists is often indicated by an appropriate adjective, e.g., air-borne, structure-borne.

Sound Level

Sound level, in decibels, is the *weighted* sound pressure level obtained by use of a sound-level meter whose weighting characteristics are specified in the latest revision of the American Standards Association standard on sound-level meters. The reference pressure is 0.0002 microbar, unless otherwise specified.

Sound-level Meter

A sound-level meter is a device which is used to measure sound pressure level or weighted sound pressure level, constructed in accordance with the standard specifications for sound-level meters set up by the American Standards Association. The sound-level meter consists of a microphone, an amplifier to raise the microphone output to useful levels, a calibrated attenuator to adjust the amplification to values appropriate to the sound levels being measured and an

instrument to indicate the measured sound level; optional weighting networks are included to adjust the over-all frequency characteristic of the response; provision is made for an output connection to additional measuring equipment.

Sound Pressure Level (Lp)

The sound pressure level, in decibels, of a sound is 20 times the logarithm to the base 10 of the ratio of the pressure of this sound to the reference pressure. The reference pressure employed throughout this text is 0.0002 microbar. In many sound fields the sound-pressure ratios are not proportional to the square root of corresponding power ratios and hence cannot be expressed in decibels in the strict sense; however, it is common practice to extend the use of the decibel to these cases.

Specific Plan

Under Article 8 of the Government Code (Section 65450 *et seq*), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Spectrum

The spectrum of a function of time is a description of its resolution into components which are sinusoidal functions of time, each of different frequency and (usually) different amplitude and phase; spectrum is also used to signify a continuous range of components, usually wide in extent, within which waves have some specified common characteristic, e.g., audio-frequency spectrum.

Speed, Average

The sum of the speeds of the cars observed divided by the number of cars observed.

Speed, Critical

The speed that is not exceeded by 85 percent of the cars observed.

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions for example, site-design regulations such as lot area, height limit, frontage, landscaping and floor area ratio.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture

Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Streetscape

The total scene along a roadway including the hardscape (sidewalks, street furniture, signs) and the softscape (landscaping).

Street Tree Plan

A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance and replacement criteria and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local

(See "Streets, Minor.")

Streets, Major

The transportation network that includes a hierarchy of freeways, arterials and collectors to service through traffic.

Streets, Minor

Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through

Streets that extend continuously between major streets in the community.

Structure

Anything constructed or erected, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act

Division 2 (Sections 66410 *et seq*) of the California Government code. This act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subregional

Pertaining to a portion of a region.

Subsidence

The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes. (See "Settlement.")

Subsidize

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent and the like.

Substandard Housing

Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Title 22

That section of the California Code of Administration which establishes uses and level of treatment of reclaimed water to assure safety for public health.

Topography

Configuration of a surface, including its relief and the position of natural and man-made features.

Tourism

The business of providing services for persons traveling for pleasure. Tourism contributes to the vitality of the community by providing revenue to local business.

Townhouse; Townhome

A one-family dwelling in a row of such units in which each unit has its own direct access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")

Traffic Model

A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip.")

Transit

The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit-dependent

Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor and those with prior violations in motor vehicle laws.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transition Zone

Controlled airspace extending upward from 700 or more feet above the ground wherein procedures for aircraft approach have been designated. The transition zone lies closer to an airport than the outer approach zone and outside of the inner approach zone. (See "Approach Zone" and "Outer Approach Zone.")

Transitional Housing

Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter.")

Transmission Loss

Transmission loss is the reduction in the magnitude of some characteristic of a signal, between two stated points in a transmission system. The characteristic is often some kind of level, such as power level or voltage level; in acoustics, the characteristic that is commonly measured is sound pressure level. If the levels are expressed in decibels, then the transmission loss is likewise in decibels.

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Heritage

Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark

Trees whose size, visual impact, or association with a historically significant structure or event have led the City or County to designate them as landmarks.

Trees, Street

Trees strategically planted--usually in parkway strips, medians, or along streets--to enhance the visual quality of a street.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination). (See "Traffic Model.")

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route

A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials and avoids sensitive areas to the extent possible.

Undevelopable

Specific areas where topographic, geologic and/or surficial soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as "undevelopable" by the City or County.

Uniform Building Code (UBC)

A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC)

State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass and design of various urban components and combines elements of urban planning, architecture and landscape architecture.

Urban Sprawl

Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged in accordance with the City or County zoning ordinance and General Plan land use designations.

Use, Non-conforming

(See "Non-conforming Use.")

Utility Corridors

Rights-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

Vacant

Lands or buildings that are not actively used for any purpose.

Variance

A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district.

Vehicle Miles Traveled (VMT)

A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household

A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See "Area.")

View Corridor

The line of sight—identified as to height, width, and distance—of an observer looking toward an object of significance to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Viewshed

The area within view from a defined observation point.

Volume-to-Capacity Ratio

A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Warehousing Use

A use engaged in storage, wholesale and distribution of manufactured products, supplies and equipment, excluding bulk storage of materials that are inflammable or explosive or that present hazards or conditions commonly recognized as offensive.

Watercourse

Natural, or once natural, flowing (perennially or intermittently) water including rivers, streams and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches and underground drainage and sewage systems.

Watershed

The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway

(See "Watercourse.")

Wetlands

Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation and soils."

Wildlife Refuge

An area maintained in a natural state for the preservation of both animal and plant life.

Williamson Act

Known formally as the *California Land Conservation Act of 1965*, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions and certain conditions need to be met prior to approval of an agreement.

Workplace Use

The combination of a variety of businesses, from office to research, and development to light industry to warehousing, located in structures built with open floor plans, so as to leave most interior improvements to the tenants to design to their needs. (See also "Industrial Park.")

Xeriscape

A landscaping approach to minimize water use through use of drought-tolerant and low water usage plants.

Zero Lot Line Homes

A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone Change

(See "Rezoning.")

Zone, Traffic

In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping or other trips produced per dwelling unit.

Zoning

The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.



POWAY COMPREHENSIVE PLAN: GENERAL PLAN

Zoning District

A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Incentive

The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits—such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level—are included in a project.

Zoning, Inclusionary

Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

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